VOL. CCXII, No. 2764

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Guinness Guide to Shellfish

SCALLOPS

—those deliciously edible molluscs—provided the badge of mediæval pilgrims, the decorative "scallop-shell of quiet" referred to by Sir Walter Raleigh. Epicures have for many years made pilgrimages to sea-food sanctuaries to sample their scallops au gratin.

OYSTERS

and poverty, said Sam Weller, "always seem to go together". But what goes best with oysters is Guinness. As Calverley wrote, stout is "good with oysters, very". Colchesters, Whitstables, or Helfords, they all slip down more meltingly with sips of Guinness.

CRABS

are at their best from May to August. Curried, devilled, au gratin, or dressed, they are an excellent excuse for Guinness. To dress, mix crabmeat with oil and vinegar and serve in the large shell. Garnish with lemon, parsley and chopped hard-boiled egg.

SHRIMPS

make a delectable curry, and have an honoured place in hors d'œuvres and savouries. Try folding them in mayonnaise and stuffing green peppers with them. Shrimps and Guinness are as neighbourly victuals as you will find.

LOBSTER

is as inseparable from Guinness as duck from green peas. The mayonnaise you eat with lobster is named after a British defeat—the French capture of Port Mahon, Minorca, in 1756. But a British triumph soon followed: Guinness was first brewed in 1759.

COCKLES AND MUSSELS

Dublin's fair city is today more famous as the home of Guinness than for these delectable molluscs (to which Guinness is both complement and compliment). The best cockle in the world, many maintain, is the Stiffkey Blue, from the north coast of Norfolk.

CRAWFISH

(or crayfish) are miniature fresh-water lobsters, with a thin shell and a subtle flavour. They are to be found, in a great many of our streams, hiding in holes and crevices—whence the French name *écrevisse*, of which crayfish is a corruption.

—AND GUINNESS IS GOOD FOR YOU

A recipe leaflet, based on this page, may be obtained from Arthur Guinness, Son & Co. (Park Royal) Ltd., Advertising Dept., Park Royal, London, N.W.10.

G.E.2050

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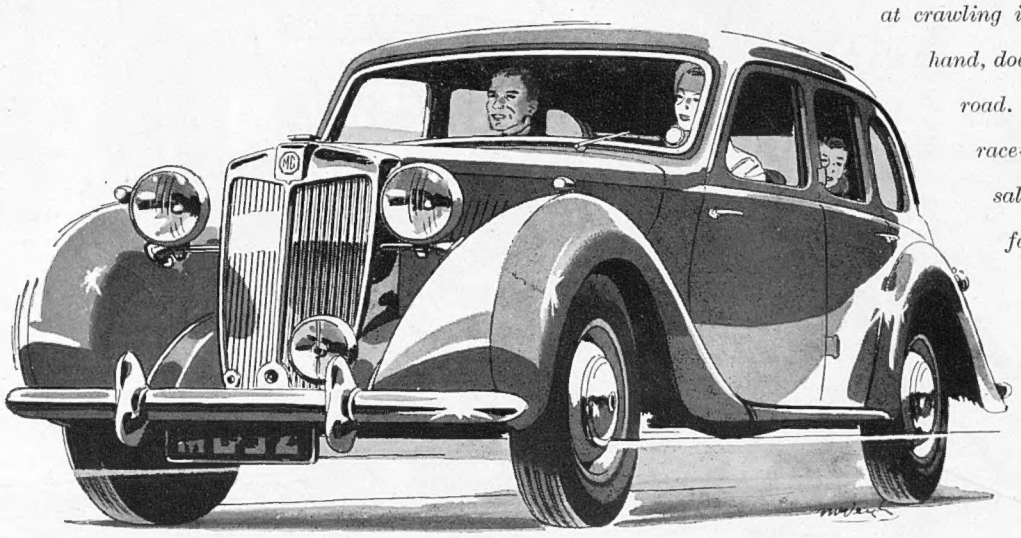

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to the late King George VI.
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Volume CCXII No. 2764 The SPHERE, London, January 31, 1953

The SPHERE

with which is incorporated THE GRAPHIC

PRESIDENT EISENHOWER TAKES THE OATH—THE CHIEF JUSTICE OF THE SUPREME COURT, MR. FRED VINSON, IS SEEN WITH HAND UPRAISED ADMINISTERING THE OATH, AND THE NEW PRESIDENT, ALSO WITH HAND UPRAISED, FACES HIM ACROSS THE ROSTRUM: On his inauguration as thirty-fourth President of the United States, Eisenhower pledged that his "Administration would neither compromise, nor tire, nor ever cease" in its quest for an honourable world-wide peace.

The biggest inaugural crowd in history, estimated by the police at 750,000, assembled in Washington to celebrate the return of a Republican President to the White House for the first time since 1929. President Eisenhower was sworn in with due ceremony in the presence of representatives of all the forty-eight States of the Union, the Ambassadors and Ministers from all countries and peoples, and with the eyes and ears of the United States turned on Washington by way of television and radio. The inaugural ceremony took place on the east portico of the Capitol, as have all inaugurations since 1829, except that of President Taft and President Franklin Roosevelt for his fourth term. General Eisenhower took the oath with his hand on two Bibles, one of which was used by Washington when he became first President. In his inaugural address the President declared that destiny had laid upon America the responsibility for the free world's leadership. He enunciated nine principles to guide his policy. (Further pictures will be found on pages 146-49.)

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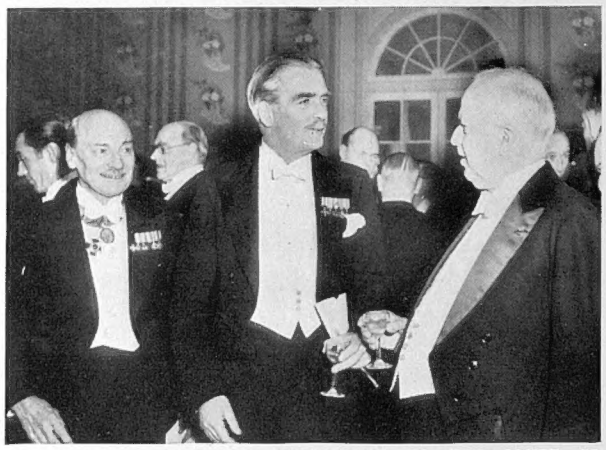
THE PILGRIMS HONOUR MR. GIFFORD



THE RETIRING AMERICAN AMBASSADOR TO THE COURT OF ST. JAMES'S IS ENTERTAINED TO DINNER: Sixty-eight-year-old Mr. Walter Gifford, who left London en route for America last week, is seen with Mr. Anthony Eden, Britain's Foreign Secretary, at the reception prior to the Pilgrims' Dinner at the Savoy Hotel. On the left is Mr. Attlee, leader of the Opposition. Lord Halifax, who presided at the dinner, proposed the toast "Our Guest," and said that Mr. Gifford had helped in the interpretation of the British mind to the United States. In reply, Mr. Gifford said that whatever happened the British and American peoples must keep their faith in the democratic way of life, in the freedoms for which it stood, and in a belief in the dignity of the individual and respect for his rights.

THE GATHERING OF THE CLAN MACLEOD

THE CLAN'S CHIEFTAINESS WITH PIPERS DURING THE GATHERING IN LONDON: On the left of seventy-four-year-old Flora, Mrs. MacLeod of MacLeod is Dr. Norman MacLeod. Flora, Mrs. MacLeod of MacLeod presided over the gathering, which was held at the Royal Empire Society's building in Northumberland Avenue, W.C. Among the many guests were Mr. Iain MacLeod, the Health Minister, who was greeted by the Chieftainess, and Sir Alexander Maxwell.

PHOTOGRAPHY'S CENTENARY BANQUET

A LONDON CELEBRATION FOR THE ROYAL PHOTOGRAPHIC SOCIETY: In addition to the Duke and Duchess of Gloucester the other guests at the banquet included those seen in this picture. They are the Right Rev. Cyril Easthaugh, Bishop Suffragan of Kensington; Professor E. D. Adrian, O.M., President of the Royal Society; Sir Cecil Wakeley, President of the Royal College of Surgeons of England, and Sir Gerald Kelly, President of the Royal Academy of Arts. As part of the centenary celebrations, members of the Society met at the headquarters of the Royal Society of Arts, a building in which a group of photographers gathered 100 years ago to form their own society.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.*; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

This year—Coronation Year—all postal subscribers will receive the two Coronation Double Numbers at no extra cost.

A London Newsletter

195-198, STRAND, W.C.2.

They 'll None of Them Be Missed.

—I confess that the situation in the world to-day is beyond my comprehension and affords a good reason to justify a charge sometimes brought against me that I am becoming rather pessimistically inclined. Naturally enough, not all the subjects of which I treat are intimately understood by me. I am one who can't afford to go places, to be for ever travelling through the ether to obtain a first-hand (and superficial) impression of current events in the four corners of the world. I must rely on the argus-eyed correspondents of the world's Press who, if not infallible, usually try to give a balanced picture of the doings of unbalanced minds. The trouble with me is that so much of the world's Press unbalances these pictures by extracting from them only the more sensational strokes. If, therefore, one's breakfast-table reading comprises only battle, murder and sudden death, rapine, terrorism, plots, putsches and coshing, a certain pessimism is likely to break in. I see good work being done by sober men in our village. I know that it is being done in our factories and fields all over Britain. Unfortunately for the general public, these good deeds, this devotion to duty, are not news, for they lack the bitter-sweet tang of sensation. Yet at this moment, when purge and liquidation and crimes of violence comprise the only acceptable form of news story, there may be a rather oblique and not very reputable ground for optimism. The vermin-hunters are busy all over the world. They are mopping up Communists here, Nazis there, terrorists in Malaya, Mau Mau in East Africa, cosh-boys in England. And they are doing it very quickly and efficiently, at the rate of several hundred a day. *They 'll none of them be missed.* If it were not that vermin-hunting is a trade which makes men callous and that killing usually encourages a desire to kill, one might hope that, when the purging dies down, the world, if not a sweeter place, might become by so much less foul and mad.

The Plots Thicken.

—For decades we have become used to the weekly discovery in some part of the world of a plot, a putsch, a conspiracy to overthrow the régime in power in this country or that. Sometimes the plot is discovered by its successful accomplishment. Sometimes it is nipped in the bud. In either case, it is followed by a purge. Purging is the medicine which the doctor orders for the unsuccessful intriguer. But to-day a weekly plot (and purge) is "not enough" (like patriotism). We are treated to a daily plot, sometimes two a day.

If we made a census of the world's politicians, I fancy it would be found that a handsome majority of them devote more of their time to plotting to overthrow rivals or existing régimes than to planning to improve the lot of their peoples or to establishing firm and efficient administration. And this leads me to suppose that, broadly, the lot of the politician in the world to-day is not a happy one. Even in the "best regulated families" of nations that idea may exist in the mind of an observer, though in a few "backward" nations (such as ours) the politician does not yet go in daily fear for his life. Yet even among old-fashioned nations, slow to catch the new enthusiasm for putsches, the politician is beset with the gentler forms of plot and intrigue, and is never safe from the dagger and bludgeon of the columnist and his party rivals. In France, known as the *Alma Mater* of culture and the art of living, the expectation of life of an administration has been reduced to a matter of six or seven weeks on an average, and it is no doubt due only to the nature of our constitutions that it is not as short in America and England. The world is sick unto death with a surfeit of politics, if party ambition, the thirst for power and envy of those who wield it can be dignified by inclusion under that once respectable term.

Neo-Nazism.

—When Hitler put an end to his career of ruin and total failure, one only of his senior lieutenants remained faithful to him. All the rest had fled or attempted to betray him. He died in his rat-hole exactly knowing the worth of his life's work and the strength of his influence over his disciples in times of failure. Like all dictators, risen to power, he discovered that nothing in dictatorship succeeds but success. But the legend of his wizardry dies hard. His charred bones lie somewhere in the ground but his damned soul goes marching on. There are still alive men who flattered and tried to betray him, ready once more to employ his methods, to resume the lusts and quarrels for power in the sure knowledge that among the youth of Germany, torn with the attractions of rival ideologies, swayed this way and that by the claims of nationalism, Communism or integration into Western civilisation, they will secure a following for their new-old heresies and policy of insidious infiltration and corruption. And what a pedigree, from what a mixed marriage, is this neo-Nazism, which (for our comfort) Dr. Adenauer does not yet take very seriously. Nazism became a mighty force solely by its determination to destroy Communism; Russia rose to greatness in her stupendous struggle to destroy the evil of Nazism. And now the leering bridegroom in Eastern Berlin leads to the altar the unreluctant bride of Nazism in the West. It is a marriage of convenience. Both want the same things—power and the attractive pursuits of intrigue and sabotage. But the Nazi bride has no reputation left to her. Her bridegroom has yet to be brought to court and sentenced. We must wait to learn what kind of defence the seven new-old Nazis will present to their questioners. We may be sure it will be ingenious.

Sunday Observance.

—Mr. Parker's Private Bill to rationalise and consolidate the multiplicity of laws regulating Sunday games and amusements has revived an age-old subject of controversy. I am one of those who remember the devastating boredom of late Victorian Sundays even before the week-end habit and the urge for fresh air had taken a hold on the public. Nevertheless, I agree with the Bishop of London that the Bill is premature and should await one more exhaustive Commission of Enquiry before its precise terms are drafted. There are fanatics on both sides. But no one can deny that the legislation which has grown up around Sunday Observance is badly in need of simplification. One can pick and choose among its absurdities and raise a laugh at national and human hypocrisy with any one of them. You can't make people religious by Act of Parliament. You cannot regulate what goes on inside the homes of the people. All the Law can do is to regulate the outward show, and it has made a very poor job of that. Under certain conditions for decades it has been possible on Sunday evenings exclusively to see salacious stage productions. Village cricket, but not County cricket, is sometimes played on Sundays. Polo is a Sunday game, League football is not. The public requires and expects its Royal Family to attend church without fail every Sunday. Thousands satisfy their own consciences in this religious observance by crowding the approaches to Royal kirk or church to gape at the royalties as they go in and come out. Some people say that a Scots Sunday would drive them to drink. Others uphold it—where it still survives—as a sure proof that in Scotland the last relics of sanity and wisdom survive. Sunday, once the day of rest, is of all the days of the week the most controversial.

Too Much and Too Soon.

—When people tell me that they are intensely bored with the continuous and disproportionate allowance of space in the

A LIVERPOOL OMNIBUS DEMOLISHES A GROCER'S SHOP

THIS WAS THE SCENE AT THE JUNCTION OF ADELAIDE ROAD AND KINGSTON ROAD, LIVERPOOL, LANCASHIRE, AFTER THE CRASH: The 'bus was travelling towards the city, with a full load of passengers, when it crashed into a van and then plunged into the grocer's shop, virtually demolishing its entire frontage. Thirty-two passengers, most of them suffering from shock, were taken to the Liverpool Royal Infirmary, but only five were detained for examination. The driver of the 'bus was only slightly hurt. Rescue workers had to use a ladder to remove two passengers from the top deck and plating had to be cut away to enable another passenger to be extricated. The second 'bus seen in this picture was run up to the badly damaged vehicle to prevent it overturning.

Press for Coronation details, I have to admit that the times in which we are living give a handle to such criticism. The fever was whipped up at least four months too soon. Not that I think the public will be surfeited before June. The Monarchy is of vital importance in our Constitution and Commonwealth, and at the moment there is not the slightest risk that the functions of monarchy or its relations to the Constitution will be misunderstood. Of the Sovereign's functions, it is quite certain that the ceremonial side is better understood, as it is intensely appreciated, by the public. But even there, there is a seed of future danger if the public does not understand that those ceremonial functions demand of the Sovereign and the Court two distinct and sometimes opposing loyalties. On the one hand, loyalty to *democracy* revealed in the fair distribution of ceremonial times and occasions among all classes and all conditions of men and institutions; on the other, loyalty to tradition and precedent (which imply to privilege), upon which depend the splendours and efficiency and grace and glory of great ceremonies in which the public delight and take pride. But in times of austerity and bitter class consciousness, there must always be afforded a handle to criticism, if too much notice is given to the selection from one class of the leading figures for a one-day ceremony, however important and popular, and if too much light is thrown month after month on the costs in money, time and labour and material of the preparations. When the urgent cry is for Government economy, it does no service to the Monarchy to advertise the cost of the pageantry, from the uniforms of pages to the bejewelling of ceremonial swords, and in times of fierce political controversy and class consciousness forever to rub in the preponderant selection of the chief actors from the "privileged" class. This danger lies in the future; it is not urgent, as the very paucity of sniping and of criticism (and its moderation) reveal. Nevertheless, I still hold to the opinion that it was a great pity that the voice of Authority did not suggest to the Press some soft pedalling on this theme, and that the fever was whipped up so soon and so vehemently.

The Tombs in the Abbey.—Conservatives and iconoclasts face each other from rival camps in the Abbey and other shrines over this question also: the removal of ugly, irrelevant memorials in cathedrals and churches. The Abbey, I suppose, acquired many of its memorials in its function of "Parish Church," and some of them are very unsightly to modern eyes, and were so considered generations ago. "Tom-of-Ten-Thousand," for instance. He would certainly in no era of our history have qualified as a British worthy; rather, Tom Thynne ranks with the "Unknown Sailor" whose barbarous murder made his stone a place of pilgrimage on Hindhead. But perhaps he was a parishioner and entitled to what space his heirs could buy. "Epitaphs are not written on oath." If they were, we should to-day accuse the writers of eighteenth-century epitaphs in our village churches as, one and all, crimson perjurers. Osbert Lancaster has often pilloried the art of the sculptors of seventeenth-century memorials, to such good purpose that we approach most of them with a well-developed *fou rire*. A purge, a clean sweep, would be in tune with the fashion of the day in civilisation, but we must keep a sense of proportion. There is a lot of history inside our churches, a mighty lot of social history. And the truths of history are still hidden there also. Moreover, the taste of every generation has a common fate. It will be despised sooner or later by posterity and all its scorn of its predecessors' taste will turn on it and rend it.

The Mark of Cain.—A Northumberland firm is turning out a handy anti-cosh weapon in the form of a dye-spraying gun. The idea is that every honest man shall carry one and fire the trigger at the cosh-boy who holds him up or seeks to evade arrest, marking his clothes with a fast dye, the mark of Cain. It is a good idea, not a new idea. It has been suggested for use against the cars of road-hogs, and the police force is not unfamiliar with its possibilities in crime detection. But like most good ideas, it is not foolproof and is open to objections. How to limit its sale to the balanced and sane only? How to legislate that it shall not fall into the hands of naughty boys who could start a reign of terror by spraying the clothes of honest citizens from the rear seats of buses or from hidden wynds in busy streets. The trouble is in human affairs to recognise honesty or dishonesty. Sometimes the most guileless face belongs to the blackest criminal and is an asset in his successful career; and we have known many a man with a villainous countenance and rough manners whose life has been devoted to philanthropy. Much as I like the idea of the dye-gun, I am oppressed by its potentialities for evil.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

TRAINS IN THIS MODERN AGE

By HAMILTON ELLIS

With drawings by Paul Mann

THIS WAS THE PICTURE THE QUEEN CHOSE FOR HER CHRISTMAS CARDS

THE ROYAL FAMILY AT BALMORAL DURING THEIR HOLIDAY AT THE END OF LAST YEAR: Other pictures taken on the same occasion were reproduced at the time of the Duke of Cornwall's fourth birthday, but this one was kept by the Queen for use on the Royal Family's Christmas cards. Last week it was announced that the portraits of Prince Charles and Princess Anne will appear on National Savings Coronation stamps which will be on sale on March 1. This will be the first time that stamps bearing portraits of the Royal children have been issued in this country.

THIS DEVONSHIRE HUNT IS FACED WITH THE POSSIBILITY OF BECOMING EXTINCT

SPOONER'S HARRIERS MOVING OFF TO DRAW AFTER A RECENT MEET AT TWO BRIDGES, DARTMOOR: Unless considerable financial support is forthcoming this may well have been one of the Hunt's last meets. There is a possibility that seventy-two-year-old Mr. Spooner's Harriers will have to be wound up at the end of the season. Lord Carnock, the Hunt chairman, was to put the facts of the position before a meeting of the subscribers with the hope that additional support would be promised. The first Master of Spooner's Harriers was Mr. T. Bickell, from 1880-86.

On right—

THE SOLEMN MOMENT AS GENERAL EISENHOWER TOOK THE OATH OF OFFICE AS THIRTY-FOURTH PRESIDENT OF THE UNITED STATES : This picture, taken beneath the portico on Capitol Hill as the Chief Justice of the Supreme Court of the United States administered the oath to the President, includes some of the outstanding personalities in American public life. Their names are shown in italic beneath the picture. A prominent figure at the Inauguration was ex-President Hoover, the last Republican before General Eisenhower to hold the office of American President.

Mrs. Truman. *Mrs. John Eisenhower.* *Mrs. Richard Nixon.* *Major John Eisenhower.* *Mrs. Dwight Eisenhower.* *William R. Castle (Under-Secretary in Hoover Administration).*

VETERANS OF THE KOREAN WAR PASS IN REVIEW DURING THE PRESIDENT'S INAUGURAL PARADE : Watching the march-past are President and Mrs. Eisenhower, with Mr. Martin, the Speaker of the House of Representatives, standing behind them, and, towards the right of the stand, is Mr. Richard Nixon, who now takes another step forward in a meteoric political career by becoming thirty-sixth Vice-President of the United States. Mr. Nixon, like the new President, wore striped morning trousers and a club coat. Both wore homburg hats, not the regulation topper, a departure from inaugural precedent.

TAKING THE OATH on CAPITOL HILL

THE INAUGURATION OF THE 34TH PRESIDENT OF THE UNITED STATES OF AMERICA

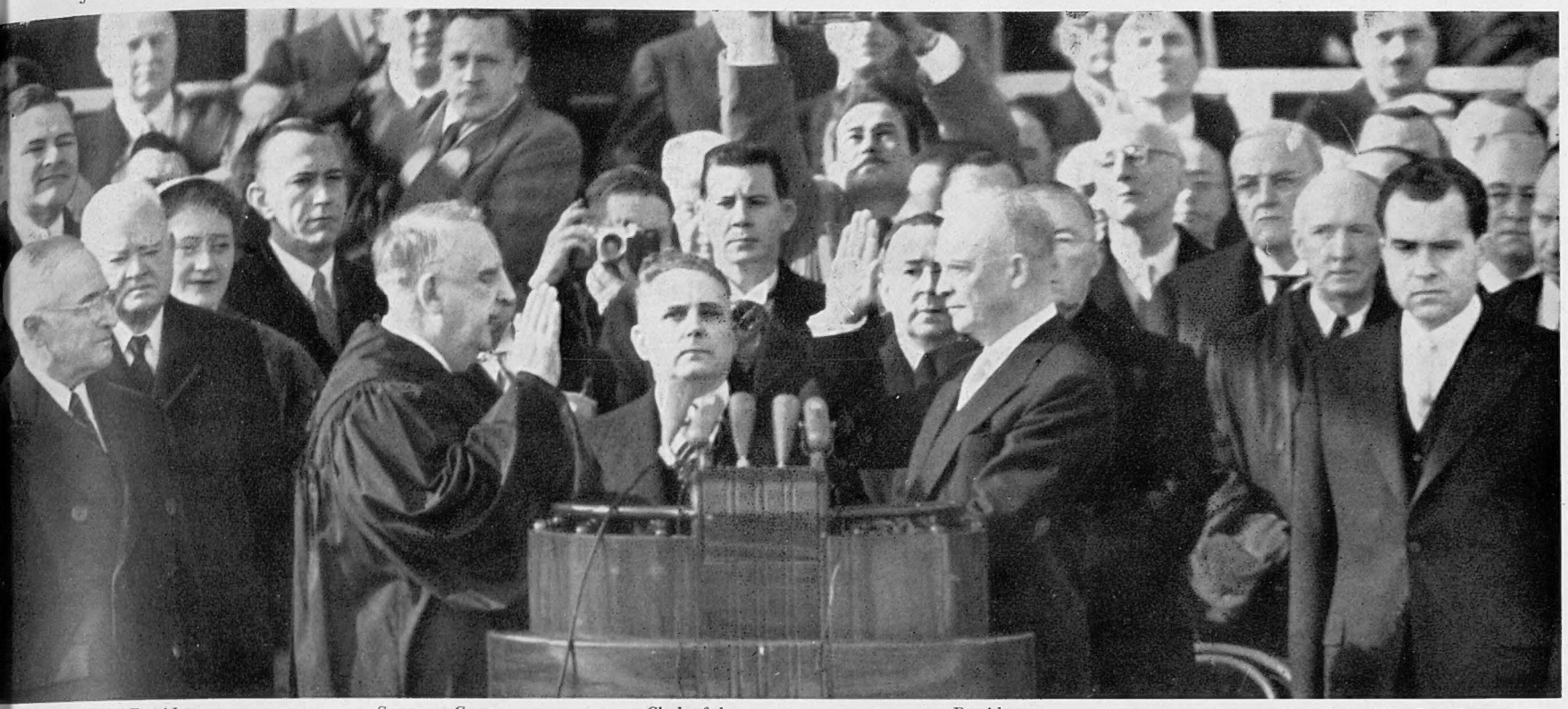
Sunny skies, bringing jovial good humour and carnival spirit, marked the inauguration of President Dwight Eisenhower, thirty-fourth President of the United States and one of the most remarkable figures in the long line of men who have been sent to the White House, a soldier who has led the free world in arms and who now takes up the task laid down by Mr. Truman of leading the free world along the path of peace.

For the tens of thousands lining the streets of Washington the day really started as Mr. Truman and General Eisenhower drove together to the Capitol. The ex-President and the President-elect shared in a tumultuous ovation, and then before the packed stands in front of the east portico of the Congressional building, came the simple and moving ceremony of the administration of the oath. First Richard Milhous Nixon, the former California Senator, was asked to take the oath succeeding that sturdy old warrior Alben Barkley. It was noted that Mr. Nixon, though a Quaker, swore rather than affirmed, as is Quaker custom, that he would faithfully perform his duties and defend the country and its institutions. He did not kiss the Bibles, as Herbert Hoover, another Quaker, did on assuming the Presidency twenty-four years ago.

Then came the turn of General Eisenhower who in a firm voice and with hand upraised dedicated himself to the great task before him. He took the oath with his hand on two Bibles, one which was used by George Washington when he became first President in 1789.

After this brief but moving ceremony, which was viewed by millions by means of the largest television hook-up in history, the ceremony being available to 21,000,000 sets, the President entered the Congressional building and delivered his inaugural address, a 2,000-word message delivered in ringing tones and heard in unbroken silence by the great crowds who listened to the relay in streets and public squares. Destiny had laid upon America the responsibility for the free world's leadership, President Eisenhower declared, and he showed in his nine points how his administration meant to justify that responsibility.

On emerging from the Capitol the President headed the great parade through Washington, and thereafter the day was given up to popular celebration. The President himself, however, had an arduous programme to carry through, remaining on the reviewing stand for five hours as the troops and the various decorative floats passed by in one of the greatest pageants of all time. For Mr. Truman himself there was a big personal ovation. He took lunch after the inaugural ceremonies at the home of Mr. Dean Acheson, and there a mighty crowd went to acclaim him, as it went also in the evening to the railway station to bid farewell as the ex-President set out by special train for Independence, Missouri, at long last a private citizen.



Ex-President Truman. *Ex-President Hoover.* *Supreme Court Chief Justice Vinson.* *Clerk of the Supreme Court.* *President Eisenhower.* *Vice-President Nixon.*

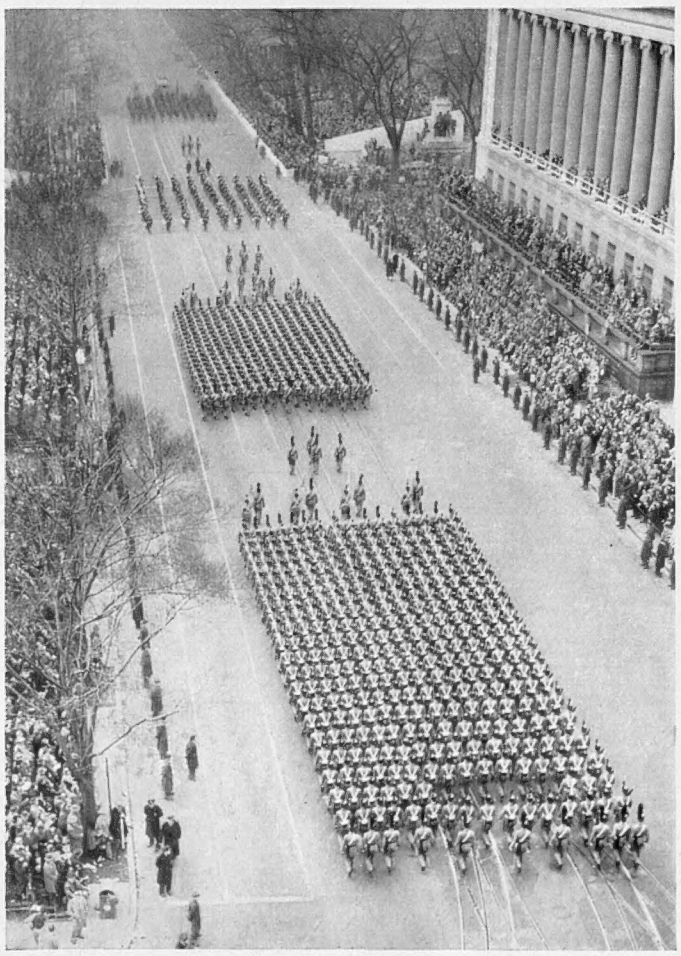
THE MIGHTY THRONG WHICH ASSEMBLED ON CAPITOL HILL TO WITNESS THE INAUGURATION OF THE THIRTY-FOURTH PRESIDENT: This overhead view shows the east portico on Capitol Hill, where the oath was administered by the Chief Justice. General Eisenhower took the oath at 12.32 p.m., thirty-two minutes after Mr. Truman's term of office had expired, so the nation was for thirty-two minutes technically without a President.

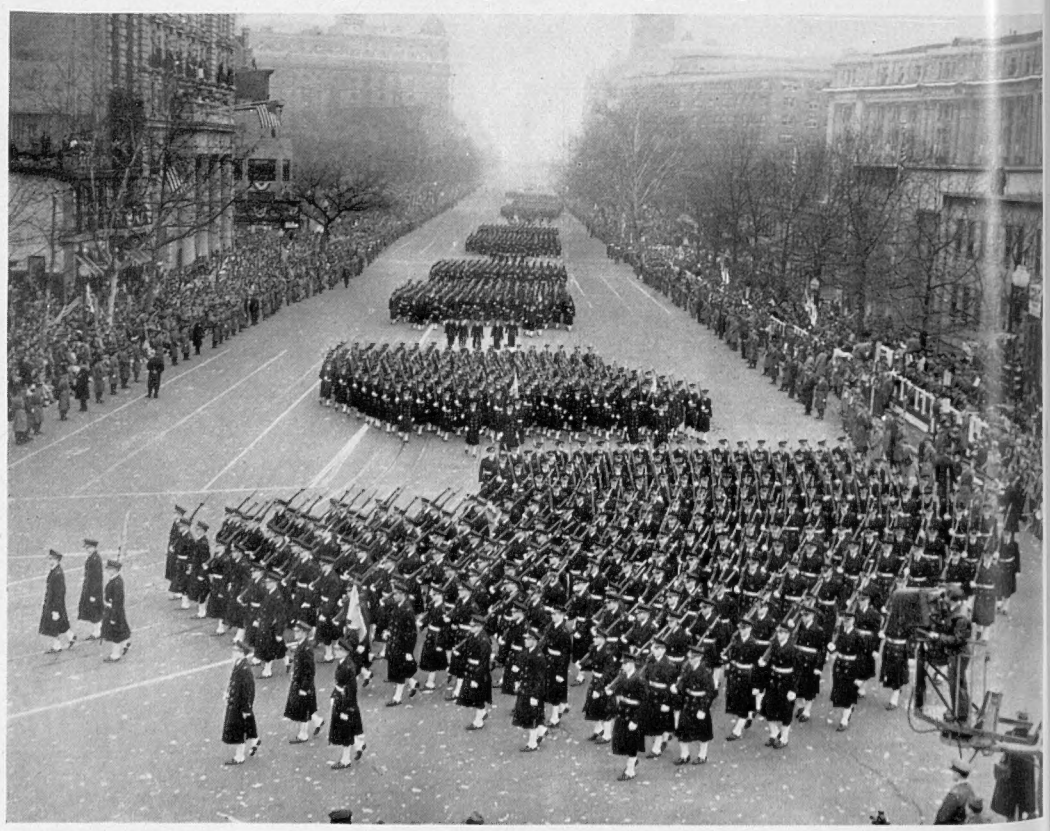
On left—
THE PRESIDENT CONSULTS HIS WATCH: With ex-President Hoover and Mrs. Eisenhower he was watching the inaugural parade, which was running late.

On right—
MAMIE, THE FIRST LADY OF THE LAND: Mrs. Eisenhower, wearing a gift of orchids sent from her home-town at Boone, Iowa, for Inauguration Day.

WASHINGTON'S DAY OF INAUGURAL PAGEANTRY

THE CADETS OF WEST POINT, PREMIER MILITARY ACADEMY OF THE UNITED STATES, MARCH WITH SUPERB PRECISION IN THE FIVE-HOUR-LONG INAUGURAL PARADE THROUGH THE STREETS OF WASHINGTON, D.C.: Throughout the afternoon, and even when the streets and houses of the District of Columbia were ablaze with light in the early evening, the parade continued, testifying in its length and its splendour to the significance of the inauguration of the new soldier President. General Eisenhower was himself a West Point cadet, entering that academy in 1912 and graduating with modest success in 1915.





THE SUPERB PRECISION OF THE MARCHING COLUMNS IN THE INAUGURAL PARADE: *Left*—An overhead view of the West Point cadets as they marched in the ten-mile-long procession which took them past the reviewing stand just in front of the White House. *Right*—The Brigade of Midshipmen from the U.S. Naval Academy turning smartly from Pennsylvania Avenue into 15th Street. Although the stands along the route were filled to capacity, there were many points at which spectators could have found standing accommodation. Even so, it was the greatest inaugural-day crowd in American history, and millions saw the television record of the proceedings.

PRESIDENT EISENHOWER HEADS THE INAUGURAL PARADE AS HE DRIVES FROM THE CAPITOL, WHERE HE TOOK THE OATH, TO THE WHITE HOUSE, WHERE HE TOOK UP HIS POSITION ON THE REVIEWING STAND: The General, now accompanied by the detectives, who after the oath-taking took their leave of President Truman, drives in an open car accompanied by Mrs. Eisenhower—a break with precedent, as the new President has in the past always driven alone from his inauguration. The drive to the Capitol in the morning was made in company with Mr. Truman. Later in the day Mr. Truman left for Missouri.

On right—

THE PRESIDENT AND THE FIRST LADY AT AN INAUGURAL BALL: After five hours spent on the reviewing stand watching the inaugural parade, the President and his wife were in great form when they put in an appearance at the ball at the National Guard Armory. The President wore a white tie and tails, and Mrs. Eisenhower's inaugural gown was of renoir pink, glittering with 2,000 rhinestones. Two inaugural balls were held to celebrate the new administration, the second being the Georgetown Ball, which the Eisenhowers also attended with members of their family before returning to the White House.

A PAGE OF PERSONALITIES

Pictures from Both Sides of the Atlantic

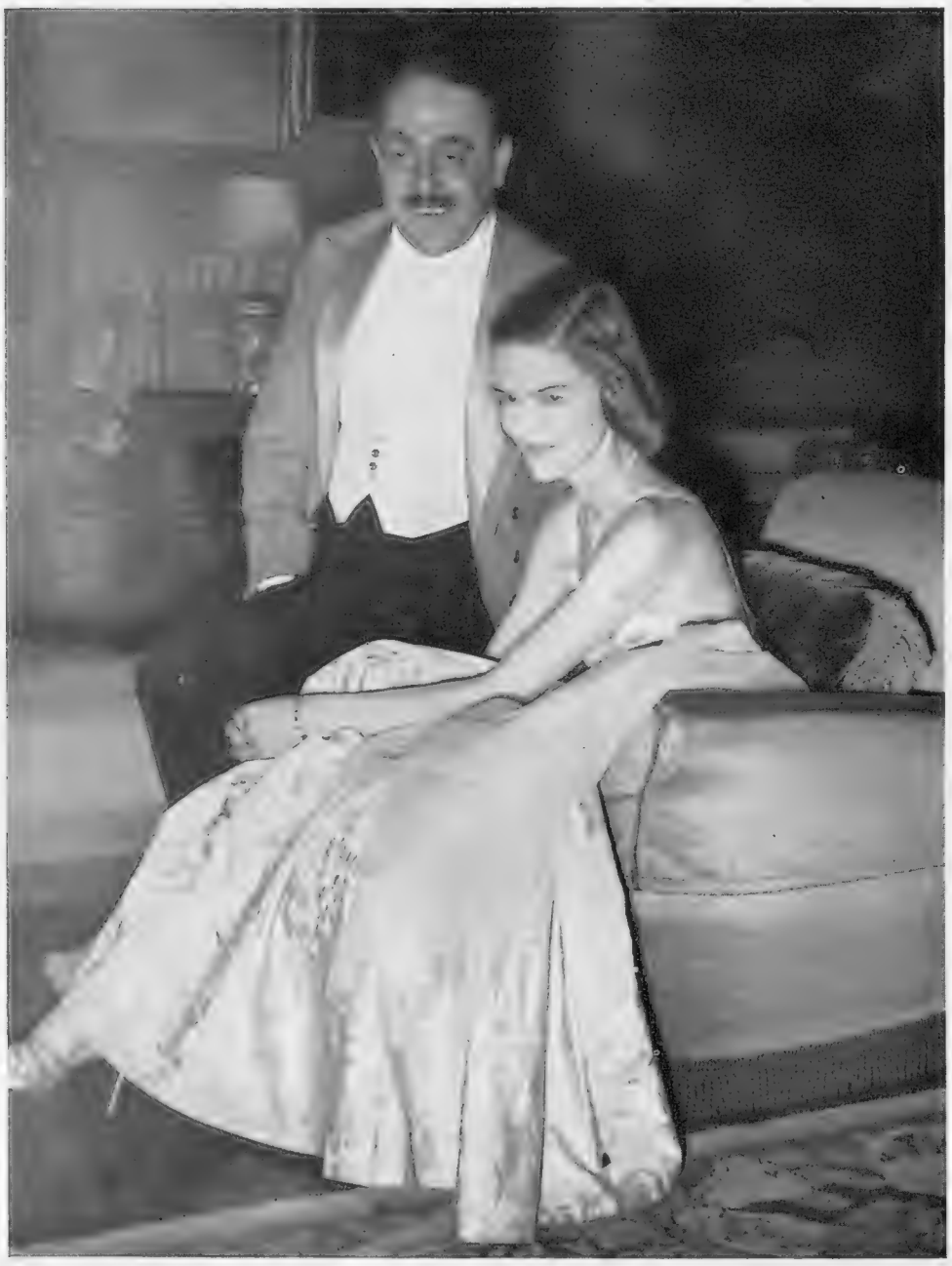
THE GENTLE ART OF BRICK-DROPPING : Here the camera has recorded a really entertaining moment as Mr. Charles E. Wilson, the new Secretary of Defence in General Eisenhower's Cabinet, indulges in a hearty laugh at his own expense when making a slip of the tongue during his speech at a New York function at which he accepted the Washington Carver Memorial Institute Award. Mrs. Wilson, with her hand to her mouth, is apparently appalled at the enormity of the brick her husband has dropped. Mr. Wilson, a millionaire, has lately sacrificed his holdings in General Motors Corporation in order to qualify to take up the Cabinet post of Secretary of Defence in the new Republican Administration.

THE TRIBULATIONS OF INAUGURATION DAY FOR THE FIRST LADY OF THE LAND : Mrs. Eisenhower, sitting between the President and Vice-President Nixon on the reviewing stand outside the White House, is caught by the camera as she rubs an aching foot. The inaugural parade lasted, in all, five hours.

WHILE "IKE" GOES TO WORK ADLAI SETS OUT FOR A HOLIDAY : Mr. Adlai Stevenson, defeated Democratic candidate for the Presidency and now ex-Governor of Illinois, his term of office having expired, seen with two personal friends, Mrs. Ronald Tree (left), of New York, and Mrs. Edison Dick, of Chicago, before leaving Idlewild International Airport, New York, en route to the West Indies, where he is now spending a brief holiday.

THE PRINCESS ROYAL SETS OUT FOR TRINIDAD : The Princess shaking hands with Captain Jury when boarding the *Regent Springbok* at Wallsend.

THE PRINCESS ROYAL ABOARD THE "REGENT SPRINGBOK" : Her Royal Highness with Captain Jury, skipper of the 12,000-ton vessel, before leaving Wallsend-on-Tyne en route for Trinidad and Tobago. During her tour of the West Indies the Princess Royal will inspect local branches of the British Red Cross Society, of which she is Commandant-in-Chief. The *Regent Springbok* is expected to reach Trinidad on February 8. In addition to engagements in Trinidad and Tobago, the Princess Royal will tour British Guiana and Barbados.



THE ENGAGEMENT OF VISCOUNT COWDRAY : With his fiancée, Miss Elizabeth Jackson, a twenty-six-year-old business girl from Nottingham, he is seen at the Hunt Ball at Cowdray Park, Sussex, where they were congratulated by their many friends on their engagement. Some years ago Miss Jackson left her home at Kirklington, near Nottingham, to make a career in London, and she became a personal assistant to Mrs. Lewis Douglas, wife of the U.S. Ambassador. She later became a close friend of Sharman Douglas, the Ambassador's daughter.

MR. AND MRS. WALTER GIFFORD WAVE GOOD-BYE TO BRITAIN : The former Ambassador to the Court of St. James's seen with his wife as they left for America in the liner *United States*. Mr. Gifford, who has just celebrated his sixty-seventh birthday, became Ambassador in 1950 and his term now comes to an end with the change of administration taking place in Washington. Mr. Gifford is a banker and business man.

THE HELICOPTER IN INTER-SHIP SUPPLY OPERATIONS: In this drawing Patrick Nevin shows an S 51 helicopter of No. 803 Squadron picking up a container from the flight deck of an aircraft-carrier to demonstrate the method by which supplies can be readily passed to destroyers at sea. During Exercise "Mainbrace" last year the Americans showed just how useful helicopters could be in this liaison and supply work, and Geoffrey Willans, who went to sea in H.M.S. *Eagle*, describes in his article how they buzzed about the fleets of the North Atlantic Treaty Nations like flies, carrying out all manner of vital work.

THE NAVY LIKES THE HELICOPTER

It is the Maid-of-All-Work in Naval Liaison, and on H.M.S. "Siskin," the Royal Naval Air Station at Gosport, Training Proceeds Apace

By GEOFFREY WILLANS

(WITH SPECIAL "SPHERE" DRAWINGS BY PATRICK NEVIN)

Between the wars THE SPHERE *reproduced from time to time pictures of tentative attempts at flight by helicopters. To-day helicopters have come to stay. These machines have not only crossed the Channel regularly, but they have traversed the North Atlantic by way of the northern stepping-stones. They have proved their worth in Korea and Malaya, and in one case a regular mail service of helicopters has just completed its second year of operation. The Port of New York Authority actually estimates that by 1975 more than 6,000,000 people, 40,000,000 lb. of air mail, and 6,500,000 lb. of cargo will be carried in and out of New York by helicopters every year. Already taxi services between the chief airports of New York (La Guardia, Idlewild and Newark) are planned for 1953 and 1954, and they will be extended to Manhattan in 1955 or 1956. In London developments are also foreshadowed, and the roofs of Waterloo and Victoria Railway Stations have been mentioned as likely terminals for the cross-Channel helicopter service.*

Of the three services in Britain, the Royal Navy has perhaps shown the most interest in the helicopter, and in the following article Geoffrey Willans discusses developments, particularly in relation to rescue work and liaison between ships of Her Majesty's Navy at sea. There is no doubt that the helicopter is destined to be very much a maid-of-all-work in relation to supply and liaison problems in the Navy.

EXACTLY thirty years divides the first appearance of the helicopter and the spectacle of one of these machines pursuing a motor-car, containing an American admiral, down the main roads of Scotland, prior to Exercise "Mainbrace." In this evolution, through the auto-gyro to the present-day helicopter with servo-control, it has taken the Second World War and the war in Korea to bring the often-derided helicopter into its own. To-day the Royal Navy is equipping itself with these machines at best possible speed, and is training pilots, air crewmen and ground staff for their tasks. By early next year, at least, every carrier in the Royal Navy should be carrying its own helicopter.

H.M.S. *Siskin*, the Royal Naval Air Station at Gosport, is the centre of the Navy's helicopter work. Here is based 705 Squadron, the training squadron for helicopter work, and every day, frequently in weather which has grounded other aircraft, two or

(*Continued on following pages*)

THE HELICOPTER PROVES ITS PROWESS IN LANDING OPERATIONS AT SEA: A machine landing on the tiny deck at the after-end of the fleet supply ship *Fort Duquesne*. This was one of a series of tests conducted with helicopters in the English Channel during 1950. The "batsman" who controls the landing is seen on the right.

THE NAVY LIKES THE HELICOPTER

THE ROLE OF THE HELICOPTER AS A SAVER OF LIFE AT SEA: In this drawing Patrick Nevin shows the winch being operated as the member of an air crew "in the drink" is pulled to safety by a helicopter and later landed on the deck of an aircraft-carrier. Numerous air-sea rescue exercises with helicopters have been held in British waters and have met with success.

(*Continued from previous page*)

three machines are in the air. It is possible to walk beneath them and hear the swish of the rotor blades over the noise of the engines as they carry out routine training.

With very few exceptions the pilots who come to *Siskin* are volunteers who wish to change from flying fixed-wing aeroplanes. Since January of this year they have been entering the establishment at the rate of four a month to be "converted." This takes approximately five weeks in the case of a pilot and three weeks for the air crewmen who act as navigators and winch-operators.

To begin with, a pilot finds that flying a helicopter requires a great deal of fixed concentration: in a normal case it takes from four to eight hours of dual control before he takes a helicopter up solo. Once he reaches this stage he progresses to running up to fixed spots on the airfield, "winching," deck-landings on carriers and transferring stores to a ship under way. Both pilot and air crewman must know how to operate the winch. First, practice is carried out with a weight, later a real "body" is lifted. The last stage is the most difficult form of helicopter rescue—taking men up from a floating dinghy, which tends to get blown out of reach by the rotor blades each time the helicopter approaches.

When a pilot's training is complete he picks up the next helicopter off production from the Westland works at Yeovil and is "drafted" with it to his ship.

It is comforting that this training of pilots has been going on for so long, for during Exercise "Mainbrace"—the largest of all post-war Allied exercises—it was the American helicopters undoubtedly who "stole the show." When the Navies assembled in the Clyde, American helicopters buzzed about from ship to ship like flies. A helicopter landing at Prince's Pier with Admiral Felix Stump, of the United States Navy, made the first-ever aircraft landing at Greenock, and it was the Admiral whose car was chased in an effort to inform him that his aeroplane had been diverted to another airport. Later, at sea, it was helicopters which transferred mails, journalists, senior officers from ship to ship and, when flying-off was taking place, could be seen hovering, like black balloons, on air-sea rescue duty.

In all this among all the ships of the Royal Navy, including H.M.S. *Eagle*, our latest aircraft-carrier, no helicopter was carried. Our ships were entirely dependent on the Americans for the numerous utility services which a helicopter can provide to a fleet at sea.

The fact was that all available helicopters were required either for operation in Korea or for training purposes. When next the combined fleets meet, much of the plan to equip all her Majesty's ships down to heavy cruisers will have been carried out.

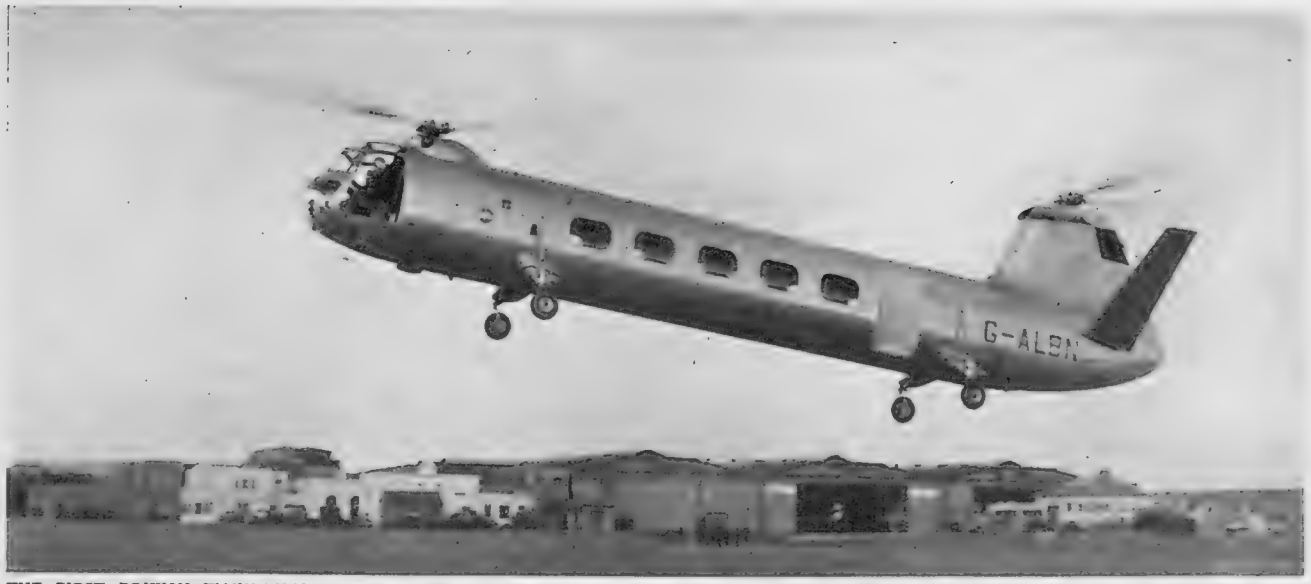
THE MOTOR-CYCLE OF THE SKIES: A United States serviceman is seen demonstrating the hoppicopter, the one-man helicopter, which is strapped to the shoulders like a knapsack and is capable of flying a fully-armed man. The hoppicopter was first demonstrated in Seattle in 1946 and has since been modified with a view to employment in infantry warfare.

IT MEASURES 136 FT. FROM TIP TO TIP, AND IS THE LARGEST HELICOPTER IN THE WORLD: The XH 17, built by the Hughes Aircraft Company at Culver City, California, seen with two touring cars placed beneath its fuselage in order to emphasise its vast size. This heavy-duty, jet-powered machine has been built experimentally for the United States Air Force. It is the prototype of a model designed for carrying heavy equipment, such as artillery, trucks and bridge sections, into battle areas inaccessible to conventional aircraft. The overall height of the machine is more than 30 ft. The first tests have been successful.

The chief advantage of a helicopter at sea is its tremendous utility. It can drop mails and stores: eliminate the use of boat or "jack-stay" in transferring doctors or radio mechanics where they are required, or transfer casualties rapidly to shore.

In addition, the helicopter has a highly important function in air-sea rescue work when flying-off is taking place on a carrier. Hitherto the practice has been to station a "rescue" destroyer astern of the carrier; but picking up a crashed pilot from a ship means, often enough, launching a boat, a slow and ponderous method. The helicopter, acting as "plane guard," stations itself abreast of the carrier's island when aeroplanes are taking off or on the starboard-quarter for landing-on. If a pilot goes over the side the helicopter pilot is directed to the casualty by his aircrew man, the wire is lowered by winch, and hooked on to special attachments on his Mae West by the pilot, who is lifted back into the helicopter. In this way a rescue can be effected in two or three minutes.

The fact is that flying aeroplanes on and off aircraft-carriers has always been a somewhat hazardous business, admitting of no human error. In Exercise "Mainbrace" there were at least four fatal casualties among pilots and at least one airman's life was saved by helicopter. When, to the added speed of rescue, the economy of substituting a two-seater helicopter for a destroyer is added, the striking advance the helicopter represents is transparently clear. Neither is there any particular difficulty in landing a helicopter on the deck of an aircraft-carrier in normal conditions.



THE FIRST BRITISH TWIN-ENGINED HELICOPTER, THE BRISTOL 173, RISING ABOVE THE AERODROME AT FILTON, NEAR BRISTOL, ON ITS MAIDEN FLIGHT IN 1952: The Bristol 173, which is intended to carry between twelve and fourteen passengers, is powered by two Alvis Leonides 550-h.p. piston engines and has two rotors, one at each end of the long fuselage. British European Airways intend to use this larger helicopter for passenger services between centrally-situated city airports, and by 1957 they expect to have an even larger helicopter running on their scheduled inter-city flights to be organised in the United Kingdom.

TWO WARTIME FUNCTIONS OF THE HELICOPTER: *Left*—Assault troops jumping into action from a U.S. Army helicopter which is hovering above the spot where the attack is being pushed home. This picture was taken during training by the 82nd Airborne Division at Fort Bragg, North Carolina. *Right*—A Bristol Sycamore used in casualty evacuation. The Sycamore is now undergoing tests in Malaya with the R.A.F. Far East Casualty Evacuation Flight and has been adopted by the Australian Navy.

The Americans have been first in developing the helicopter for use in anti-submarine warfare. In 1942 Colonel H. F. Gregory, of the United States Army Air Force, carried out landing and take-off tests on a tanker in Long Island Sound. This had been already achieved by Wing-Commander Brie, who first landed an auto-gyro on the cruiser *Fiume* in 1935, but Gregory's tests convinced the United States Government that the helicopter was a practical proposition as an anti-submarine agent. Accordingly, many Liberty ships were fitted with a stern platform similar to the one, 78 ft. by 48 ft., on which Colonel Gregory landed.

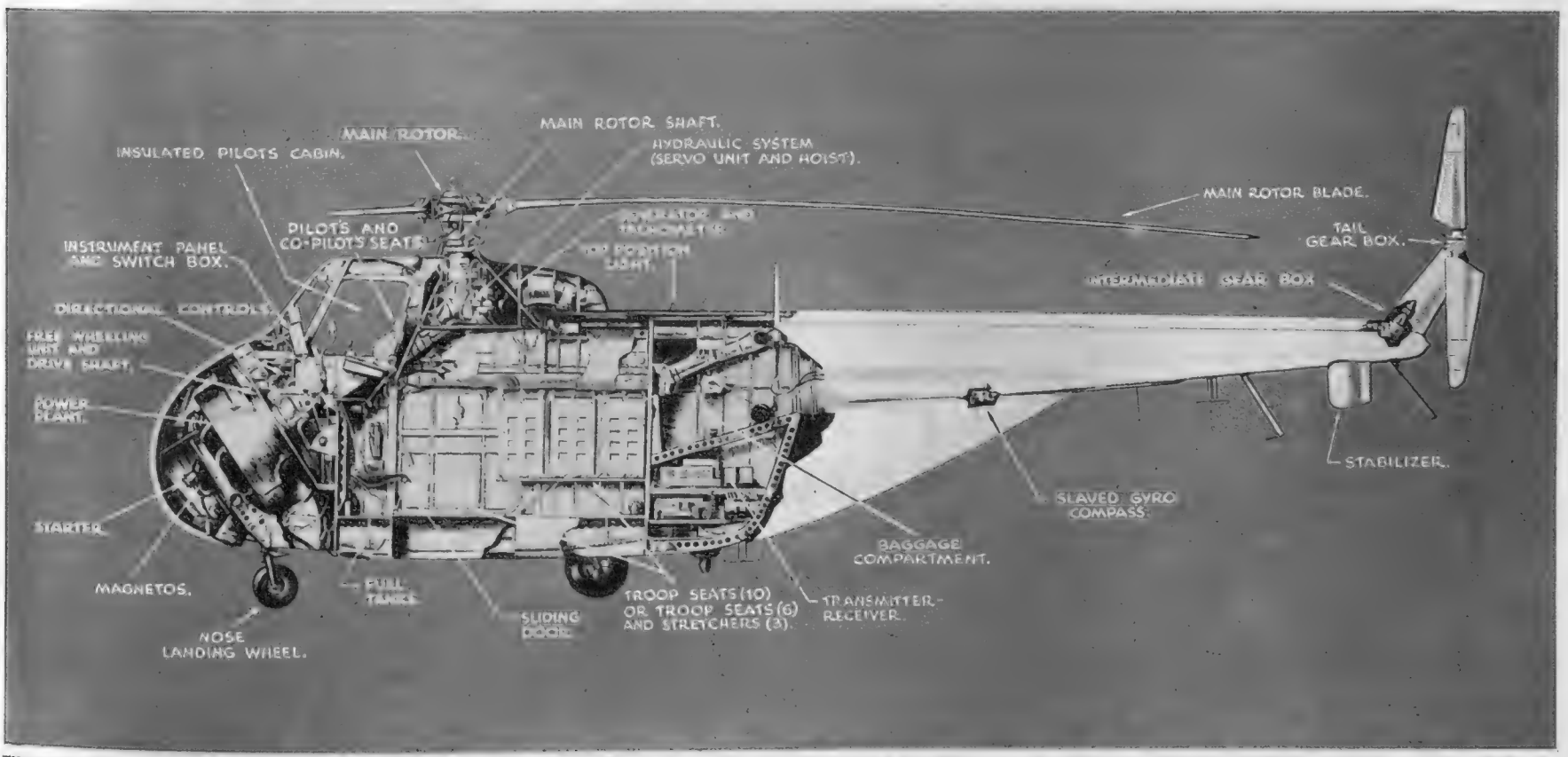
Although the Royal Navy was carrying out official trials for evaluating the naval use of helicopters about the same time, the Americans have pioneered the development of the use of listening gear in the helicopter to combat the submarine. In the present stage of close co-operation between the Allied navies, it is safe to assume that the Royal Navy are fully aware of all developments.

The machines employed in training at the Royal Naval Air Station, Gosport, are Sikorsky 51's. These are American two-seater helicopters, built under licence in this country by Westlands at Yeovil. More recently the Americans have sent Sikorsky 55's direct from the United States under the Mutual Defence Assistance Programme. This is a larger version of the "51," which can carry eight men and a crew of two (or crew and two stretchers), which will also shortly be produced in this country. It may seem a matter for regret that the Royal Navy has no all-British helicopter in service, but the problem has been, so far, that of obtaining the earliest supply in competition with other Services.

There is no longer any need to be "like Garth or Dan Dare" (as the Navy put it) to fly a helicopter. With servo-control (hydraulic control of the rotor blades) it is a comparatively easy machine to fly. There is none of the rushing along the runway and gradual lift of the fixed-wing aeroplane. The helicopter's ascent is almost casual, with a curious feeling of drag, like a cork coming out of a bottle, as it leaves the ground.

To a novice there are two main impressions on a first-flight. First, the leisurely vision of the earth, which is much greater than in a fixed-wing aeroplane. Secondly, the extreme ease of manœuvre as, at times, the helicopter drifts about like a leaf in a gentle breeze. Once accustomed, pilots get the feeling that there is nothing they cannot do. In the end there arises a strong comparison with the motor-car as the helicopter comes to a stop, or reverses, as well as being able to rise vertically at 150 ft. a minute. As for navigation, as the pilots remark, "If you don't know where you are, you can always come down and ask."

In many ways the helicopter, about which so many pioneers dreamed, represents potentially as great a conquest of the air as the jet aeroplane. Its full use is yet to be exploited, but for naval work the time is shortly coming when to be without a helicopter will be almost unthinkable.



THE WESTLAND SIKORSKY S 55 HELICOPTER—A DETAILED DRAWING SHOWING SOME OF THE MAJOR INTERNAL AND EXTERNAL DETAILS OF THIS ROTATING-WING AIRCRAFT: To-day the Westland S 55 (ten seater) and the Westland S 51 (three-seater and pilot) are the only helicopters being made in England in quantity production. Both types are backed by thousands of hours of flying experience. The Westland S 55 has been chosen for service with the Royal Navy and the Royal Air Force.

THE KRUPP DEMONSTRATIONS IN PARIS : Crowds in the neighbourhood of the Champs Élysées, where they gathered to demonstrate against the return to the Ruhr magnate Alfred Krupp of some of his factories in Germany, together with an indemnity of £50,000,000. Gustav Krupp von Bohlen was one of the defendants charged at Nuremberg as a war criminal, and his son, Alfred Krupp von Bohlen, the present beneficiary, was brought to trial in November 1947 before an American Military Tribunal on four charges of complicity in war crimes. His release after serving a term of imprisonment was made quite an occasion by Neo-Nazis in Germany. The Krupp dynasty of Ruhr ironmasters came into being in the middle years of the nineteenth century, when Friedrich Krupp (1787-1826), who had taken advantage of Napoleon's Continental blockade to start a small steel-casting plant in his native town of Essen in 1811, expanded his plant and his interests to create the world-famous heavy industrial combine of Krupps. The firm was made a limited liability company with a capital of £8,000,000 (later over £12,000,000) before the First World War.

Foreign News in Pictures

FROM PARIS, ROME, MUNICH, LISBON AND PITTSBURGH

The Accent was on Unrest in Europe's Capitals in the First Weeks of 1953

A PLAIN STATEMENT OF DISTURBING FACTS : Demonstrators in Paris carrying a banner announcing that they are "Against the return of 50,000,000,000 francs to Krupp." Members of war veterans' associations and former concentration camp victims were among those who demonstrated together on the Champs Élysées.

DAYS OF DISTURBANCE IN ITALY : Police attempting to control demonstrators in Rome, who were seeking increased pensions from the Government for disabled persons and invalids. During January there have been demonstrations in many of the towns and cities of Italy, most of them being directed against the Electoral Reform Bill which has been under such heated discussion in the Italian Parliament, and was finally passed last week. Milan, Bologna, Modena and Genoa have been the scenes of particularly strenuous clashes, and in Rome last week police arrested 1,500 people when Communist youth groups massed in the streets and squares of the capital.

ANTI-SOVIETISM IN RESPONSE TO ANTI-SEMITISM : The wrecked window of the Soviet bookshop in Jerusalem after the glass had been broken and incendiary material had been thrown through the gap. Prompt action by the fire brigade prevented a serious fire, and only a few books were burnt. The recent wave of anti-semitism in Soviet Russia was the obvious cause of this piece of incendiarism.

On left—
THE VILLAGE PRIEST WHOM ROME HAS DELIGHTED TO HONOUR : Cardinal Stepinac, recently elevated by the Pope to be one of the new Cardinals, seen in his home in the village of Krasic, in Yugoslavia, where he gave an interview to the Press and declared that the Roman Catholic Church in Yugoslavia would never yield to dictation by the Communist Government in that country. The ailing Cardinal may now only be seen by special permission of the Government, and is confined to his home, not even being permitted the functions of a village priest which he was allowed after his release from prison. The interview was only obtained with difficulty.

THE CHAIRMAN OF B.O.A.C. PAYS A VISIT TO SOUTHERN RHODESIA : Sir Miles Thomas (in foreground) standing on the balcony of the control building during his inspection of the new Kentucky Airport at Salisbury, Southern Rhodesia. This airport, which is to be opened by Queen Elizabeth the Queen Mother on her forthcoming visit, will be able to handle Comet aircraft. At the present time the new Livingstone Airport is being used for the Comets on the direct run to South Africa, but it is now proposed that after July Kentucky will be used on alternate runs.

THEY SAY IT IS BONDI'S BIGGEST : Two Sydney fishermen, Charles McCamley and Bill Johnson, recently caught this 15-ft. man-eating tiger shark off Bondi Beach, one of Sydney's most popular surfing beach resorts. The two men, operating from a 12-ft. dinghy, took the shark after a tremendous struggle, and three rowing-boats were then required to haul the monster ashore. Bondi Beach authorities said the shark was the biggest they had ever seen landed there. Last week came news from Streaky Bay, South Australia, that a monster shark of 2,377 lb. had been landed by big-game fishermen.

NIPPON'S NAVY IN THE ASCENDANT : Japanese naval officers and ratings on parade at Yokosuka before taking over these three small warships, which have been handed over to the Japanese Government by the United States Navy to augment the Japanese coastal safety force which is to be the nucleus of a new Japanese Navy. The warships concerned are six frigates and four L.S.S.L.s (Landing Ship Support, Large). The frigates, built in 1943-44, are craft of 1,100 tons, and are on loan for an initial period of five years.

BAVARIANS GATHER TO CHEER PRINCE RUPPRECHT AT HIS OLD-NEW HOME : Members of the Association of Bavarian Societies and other Royalist supporters gathered outside Nymphenburg Castle, Munich, where they serenaded the Prince on his taking up residence in the Castle, which was also his boyhood home. A band played and dancing took place out in the courtyard. Bavaria was at one time part of the Holy Roman Empire, but its rulers for long regarded themselves as heads of a sovereign state with the right to fight private wars and make alliances. Up to 1848 the Bavarian ruling house allied itself with Austria and was at loggerheads with rapidly-growing Prussia. Bismarck spared the kingdom after the disastrous war of 1866, and Bavaria joined the new German Empire in 1871. The King at the time of German Federation was Ludwig II, who spent huge sums on the building of castles, palaces and museums. His uncle Luitpold ruled as Regent from 1886 to 1912, owing to Ludwig's insanity, and his son, Ludwig III, ruled until November 1918, when Bavaria was one of the first German states to declare itself a republic. Crown Prince Rupprecht, the son of Ludwig III, served as an army group leader in the First World War and held the rank of Field-Marshal. Bavarian royalists have never lost their belief that Rupprecht may be proclaimed King. Schloss Nymphenburg, a beautifully proportioned baroque palace, was for long the summer residence of the Electors and Kings of Bavaria. The five-storied central block was erected by Agostino Barelli in 1664-76 in the style of an Italian villa. The Schloss escaped large-scale damage in the Second World War except for a direct hit on the north wing.

On left—

CROWN PRINCE RUPPRECHT HOLDS A RECEPTION IN HIS MUNICH CASTLE : The Crown Prince (right centre in picture) with some of his supporters at Nymphenburg.

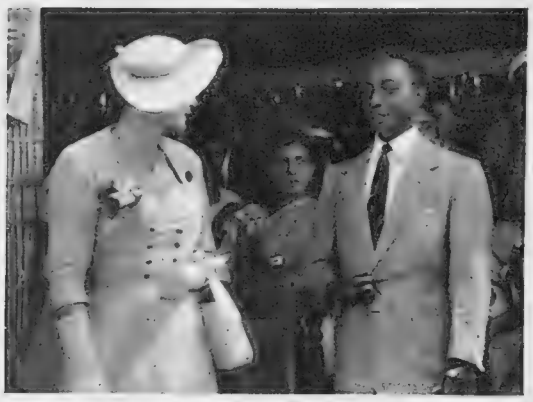
On left—

YET ANOTHER PRISON RIOT IN THE UNITED STATES : Heavily armed police entering Western Penitentiary, Pittsburgh, Pennsylvania, where more than 1,000 rioting prisoners were holding four guards as hostages. Governor Fine, of Pennsylvania, who was away at the time of the riot, attending the inauguration of President Eisenhower in Washington, sent a message to the prison warden, declaring : "There will be no deals and no compromises until order is restored." The prisoners started several large fires, the latter with the object of facilitating escape.

THE BLAZING BRITISH FREIGHTER "HENDRIK" DOCKS AT LISBON, WITH SMOKE POURING FROM HER HOLDS : The ship was en route from Tunisia to Scotland, fully-loaded with esparto grass, when fire broke out in one of the holds. The captain decided to seek aid in Lisbon, sending a radio message to this effect, and when he arrived at the Rocha Docks firemen at once went aboard and unloaded the deck cargo. Esparto grass is used in the manufacture of ropes, mats and a durable kind of paper. Between the wars Britain was an importer of this product on a very considerable scale.

BUGANDA REMEMBERS THE BLIND

The Governor of Uganda Attends a Grand Fête Held in Aid of the British Empire Society for the Blind



THE KABAKA OF BUGANDA GREETS THE WIFE OF THE GOVERNOR OF UGANDA: Lady Cohen had just made her speech at the opening ceremony of the grand fête held in aid of the British Empire Society for the Blind (Uganda Branch), in the spacious grounds of the Kabaka's Palace.

A GALA DAY FOR BUGANDA'S CITIZENS: A general view of the Kabaka's Palace and grounds, showing the guests wandering across the lawns during the fête. In her speech during the opening ceremony, Lady Cohen, wife of Sir Andrew Cohen, read a letter of good wishes from Lord Halifax, President of the British Empire Society for the Blind in London. Mr. Holland-Martin, M.P., a director of Martin's Bank, also made a speech. Shortly after the opening ceremony and the speech-making two cars arrived at the Palace, the first one drawing up as a band played the National Anthem. Inside the car was the Governor of Uganda, while in the second were Ava Gardner and Clark Gable, who are at present making a film at Bukoba, in Tanganyika.

On left—

THE GOVERNOR OF UGANDA WALKING AMONG THE GUESTS: Sir Andrew Cohen is accompanied by H.H. the Nabagereka, wife of the Kabaka. Sir Andrew has been Governor and C.-in-C. of Uganda since 1951.

AN OCCASION FOR THE KABAKA'S MUSICIANS: Only on special occasions inside the Palace grounds do the musicians turn out complete with the Kabaka's drums. This they did on the day of the fête and provided music for the guests.

ON THE ALERT IN MAU MAU LAND

Armed European Settlers Meet at Thomson's Falls to Discuss the Position in Kenya

On left and right—

WITH REVOLVERS AT THEIR HIPS AND RIFLES ACROSS THEIR SHOULDERS EUROPEAN SETTLERS IN THE THOMSON'S FALLS DISTRICT ATTEND A MEETING TO DEMAND A "GOVERNMENT OF KENYA UNDER EUROPEAN LEADERSHIP": Mr. Michael Blundell, leader of the European Elected Members in the Legislative Council, told the several thousand settlers that the Elected Members were to begin talks on "the transfer of responsibility from London to Nairobi." He also said that the determining factor in that move must be "British leadership by those who have made their lives here," together with "proper safeguards for the protection of the other races and association with those races according to their ability." The settlers at the Thomson's Falls meeting expressed disappointment at the failure to suppress Mau Mau murders of Europeans and loyal Africans, and passed a resolution that the Government should deal with Mau Mau as a terrorist organisation. "There will be no peace in Kenya until Colonial Office control is stopped," they said, and then demanded a "Government of Kenya by Kenyans under European leadership."

HIGH PADDINGTON, A SKYSCRAPER PLAN FOR LONDON—IN THIS DRAWING, SUPERIMPOSED ON A PHOTOGRAPH OF THE PADDINGTON AREA, IS SHOWN THE SCHEME FOR A TOWN OF 8,000 PEOPLE, RISING TO A HEIGHT OF 400 FT. ABOVE THE RAILWAY YARDS OF THE WESTERN REGION : The scheme has been designed by Sergei Kadleigh with the assistance of Patrick Horsbrugh, and it is intended to solve one of London's major housing problems in an entirely new way. The idea is to provide people with better living conditions, shorter journey to work, and facilities for recreation and shopping without encroaching on more productive agricultural land or increasing the monstrous size of London by a single acre. Indeed, it is envisaged that land could be reclaimed for a park and other recreation purposes in the neighbourhood of High Paddington to reduce the population density figure for the area. The architectural Press in Britain has generally hailed the new scheme. In a recent lecture, Professor Holford, Professor of Town Planning at University College, London, declared that this is a scheme we must look into, but he did say: "If we are going to live upwards, at what cost are we going to build?" The building industry, he indicated, is not geared up to the task.—*Picture reproduced from the book "High Paddington," published by the "Architect and Building News," London.*

THE CHANGING FACE OF LONDON

In the Course of Centuries it Has Grown into the Greatest City State of All Time, and to Govern Its Architectural Development is a Task of the First Magnitude

By A. E. RICHARDSON, R.A., F.S.A., F.R.I.B.A.

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From the ruins left by the Luftwaffe, and even before those ruinous visitations were at an end, the London County Council set to work to evolve the County of London Plan, an ultimate plan to make London a fairer city to look upon and to live in, and within the framework of that long-term scheme is the Development Plan of 1951, now the subject of such eager and protracted inquiry at County Hall. Despite the economic difficulties of our time the Londoner will note with pride that many areas have been replanned with new dwellings, new schools, public buildings, improved roads and pleasant open spaces—the whole designed and executed by architects, technicians and builders who have not had such opportunity to exercise their skill in urban planning for the well-being of their fellow-men since the beginning of the nineteenth century. This is a truly co-operative effort by all those who love and serve London, says Mr. W. G. Fiske, Chairman of London's Town Planning Committee, but he agrees that we shall need all our courage and persistence to achieve the aims envisaged. As the Public Inquiry is showing, not all that is being planned for London goes unchallenged, and it is well that this is so. An expert critic is Professor A. E. Richardson, Professor of Architecture at the Royal Academy Schools, and he has not been afraid at any time to speak out loud and clear when he has thought development has been on the wrong lines in any particular area. He did this last week at the inquiry at County Hall, referring to flats planned for the Blackheath area as huge Towers of Babel, and he will no doubt do so again before the inquiry is finished. In the following article, specially written for THE SPHERE *at this juncture, when the future of London is under such general discussion, Professor Richardson outlines some of his trenchant views on London's "changing face." He calls London a communal, or city, State of the first magnitude, and gives his ideas on how it should be conserved, regulated and allowed to grow. One thing Professor Richardson regrets deeply is the non-observance of civic design, and he makes a plea that the Palace of Westminster and the Abbey should be looked upon as a single precinct, so that its dignity and beauty may be protected.*

THROUGH the centuries the capital of England has grown into the greatest City State of all time. The inevitability of this phenomenon was aided by the proximity of a noble tidal river. For these reasons alone the metropolis is of striking appearance, but it is the labyrinthine intricacy of the busy streets that gives infinity to the scene.

There is no place in the whole world like it, in parts so fair and yet with quarters that depress. Such are the contrasts, that strangers viewing London for the first time doubt if civic pride is understood ; curiously enough, in some mysterious way, the buildings blend harmoniously, roofs and chimney stacks adding touches of piquancy.

Cramped in vision is he who fails to recognise the picturesque values which abound in all directions. Facial impressions of humans and buildings are the most instructive ; it is, therefore, the ideas that arise after viewing the varied elevations of brick, stone or stucco that are the most acceptable. London, however, relies on the seasons for her most subtle colorations. Rain, snow, fog, coal, coke, soot and gas combine to produce the pigments which reconcile the different styles of building.

In summer, there is the glory of the early morning light, when the streets await in silence the rising sun. As if by magic, domes, steeples, spires and fleches are

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HOW SHALL THESE VAST EMPTY SPACES OF THE CITY OF LONDON BE OCCUPIED ? : In the background is the badly blitzed church of St. Stephen, Walbrook (now partly restored), which has been designated as one of the twenty-four Parish churches in the master plan for London's City churches. On the right is a new office building, and in the foreground is land awaiting development. As ever, the planners have to face the bargaining of commercial interests, and to create a new and fairer City demands both patience and persistence, allied to an ability to compromise on cherished schemes.

A NEW LOOK FOR LONDON'S EAST END—THE LANSBURY NEIGHBOURHOOD UNIT IN POPLAR WHICH WAS THE CENTRE OF A LIVE ARCHITECTURE EXHIBITION HELD DURING THE FESTIVAL OF BRITAIN AND WHICH IS NOW MAKING FURTHER PROGRESS TOWARDS COMPLETION : Modern shops with flats above flanking the market in the newly-developed area. During the Festival of Britain visitors to London's East End were invited to see the Live Architecture Exhibition in Poplar, and there they could see the beginnings of the new residential unit, named after the late George Lansbury, rising on a devastated site bought by the London County Council. Thirty acres were in part developed for the Festival, and now the work on Lansbury continues to go ahead, typifying the standard of accommodation and design being set as London is gradually rebuilt from the derelict and bomb-scarred wilderness.

PART OF A NEW LONDON COUNTY COUNCIL ESTATE IN SOUTH LONDON : Balconied homes on the Ardlington Road Estate, Streatham Park, and in the background on the right one of the larger private residences built in the district at an earlier date.

THE ROYAL FESTIVAL HALL, A POST-WAR ADDITION TO THE RIVERSIDE ARCHITECTU OF LONDON : From the outset the Royal Festival Hall was an outstanding succ as an amenity, playing its part in the Great South Bank Exhibition, a now serving Londoners as a musical centre, where they can hear the fin classical works played in ideal conditions. On the right of the picture is t old Shot Tower, where shot continued to be made until a few years a

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touched with gold. As the rays of the sun lengthen, so weather-cocks glint, while the masts of the ships in the Pool appear in strong relief. From distant points are heard the first rumblings of traffic and the shrill whistling of locomotive engines on either bank of the river. Seen from the heights of Highgate and Blackheath at this time of day, the vast conglomeration of cities, towns, villages and hamlets now appears in stately nonchalance : the identity of England is revealed.

So much has been written about the changing scene, that little seems left to be described ; but the full tale will never be completely told, for London is more venerable than Rome, with far mightier associations than most people realise.

As the capital of the Empire, it is entitled to the homage of the Commonwealth and the respect of all civilised peoples. As a capital city it has little claim to magnificence, neither can it be said to affect grandeur in any of its public places. Yet somehow it contrives to be majestic, with St. Paul's dominating the City and the Abbey crowning Westminster.

It can boast neither Acropolis nor Forum ; it has nothing which compares with the spacious Place de la Concorde in Paris ; its riverside landing-places are trivial. The main shopping thoroughfares present the appearance of country fairs ; this is evidenced in the provincial character of great stores and small shops alike. One searches in vain for the regularity of the arcaded streets of Turin ; the astylar façades of Flore and Rome are not to be encountered, yet somehow everything one has noticed abroad seems to have becom part of the make-up of London. This is why the arca of the Ritz Hotel is so attractive and this explai the character of the façades of the clubs in Pall Ma But London has the incomparable sweep of the Embar ment from which the most recent changes are noticeab The city's vastness, however, can only be grasped whe it is viewed like a map from above. From between th gasometers of St. Pancras, at railway level the dome St. Paul's appears almost undiminished in mass, althoug it is two miles away. From the roof of the Tower Ke this view is almost unchanged. From the roof-tops Clerkenwell can be seen the view sketched by Canalet

THE LEFT BANK OF THE THAMES IN THE VERY HEART OF LONDON SEEN FROM THE OLD SHOT TOWER, FOCAL-POINT OF THE FESTIVAL OF BRITAIN EXHIBITION ON THE SOUTH BANK: This vista is of special interest from a town-planning point of view, and Professor Richardson declares in his article that it would be nothing less than an act of vandalism if Londoners should allow overcrowding at the river edge. The churches of the City still add to the glory of this skyline, despite the ravages of the recent war years.

In recent years the changes in the aspect of local topography became prodigious, causing successive writers to portray new images; the different points of view resulting in portraits which are identical. The face of the great city shows that the past cannot be entirely dissociated from the present, neither can the future aspect of the metropolis be foreshadowed exactly. It is apparent also that present-day aims are not entirely dissimilar from those sanctioned by precedent. The main objective should be the pursuit of beauty, for Truth, most fortunately, is the goal of science.

The centre of London began to change in the '60's of the last century, when improvements in Paris were imitated in some degree. French influence, for example, can be noted in the design of the Grosvenor and Langham Hotels. The plan of St. Pancras Station suggests a design from the Ecole des Beaux Arts. Similar influences can be seen in the elevation of the Criterion Restaurant, and in the chateauesque terraces of Grosvenor Place. The Franco-Prussian War of 1870 diverted attention from contemporary French taste to the virtues of the style of Queen Anne. It was not until the Ritz Hotel was built in 1910 that French taste was revived once again.

In London about this period the new thoroughfares Kingsway and Aldwych were projected. Unfortunately these schemes failed because agreement on uniformity of design could not be reached. The rebuilding of Upper and Lower Regent Street, in like manner, was mishandled, when the proportions of the building sand street widths determined by John Nash were disregarded. In the City, rebuilding went on almost without cessation. Electra House, Moorfields, the Institute of Chartered Accountants, both buildings designed by John Belder, R.A., and the exquisite Astor Estate Office on the Embankment, by J. L. Pearson, R.A., are typically Edwardian. In Leadenhall Street, Thomas Collcutt designed Lloyd's Registry Shipping, of a building consistently Edwardian. From 1900 to 1914, regulations for heights were most strictly observed.

SMALL HOUSES PLEASANTLY SITED NEAR EXISTING TREES ON THE L.C.C.'S SOMERFORD ESTATE AT HACKNEY: The L.C.C. still has a vast waiting list for its new houses, which are being erected within and without the County's administrative area. The Council is now modifying the points system of allocation, and is making sure that those who have been longest on the list are being catered for, provided they are in the top category of priority.

When the First World War came, all building ceased in London. After 1919, vast new schemes were initiated in the City and the West End, mainly consisting of blocks of offices and flats. The old frontages facing the Thames Embankment from Charing Cross to Blackfriars were then developed. Shell-Mex House, with its square clock-tower, came first; then followed the new buildings at Adelphi Terrace and Unilever House at Blackfriars. But the greatest shock was occasioned by the building of the telephone exchange in Queen Victoria Street on the site of the old Post Office Savings Bank. It was seen that the new building obscured the dome of St. Paul's from the south-west. This period was particularly serious for the threats to the skyline of London. Adelaide House, for example, at the north end of London Bridge, blotted out the tower of St. Magnus as well as the Monument. A leading politician succeeded in forcing the demolition of Waterloo Bridge, which might have been repaired. A few years later, the present bridge was erected. While commendable as an example of engineering, it does not harmonise well with the terraced façade of Somerset House. London certainly lost one of its finest examples of civic arts when Rennie's bridge was taken down.

The new Waterloo Bridge bisects the river abruptly, disconnecting the view of St. Paul's from the King's Reach. The Royal Festival Hall, on the South Bank, has the appearance of being a temporary structure.

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The Changing Face OF LONDON

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It used to be customary for critics to decry the derelict appearance of the South Bank, yet much that was picturesque has now vanished. Artistic skill will undoubtedly be needed to design buildings of appropriate character and beauty suitable for the Surrey shore. The view of the City from Waterloo Bridge is worth preserving and the apparent width of the river should not be reduced.

It would be nothing less than an act of vandalism to increase the effect of overcrowding at the very centre of London's finest riverside scene.

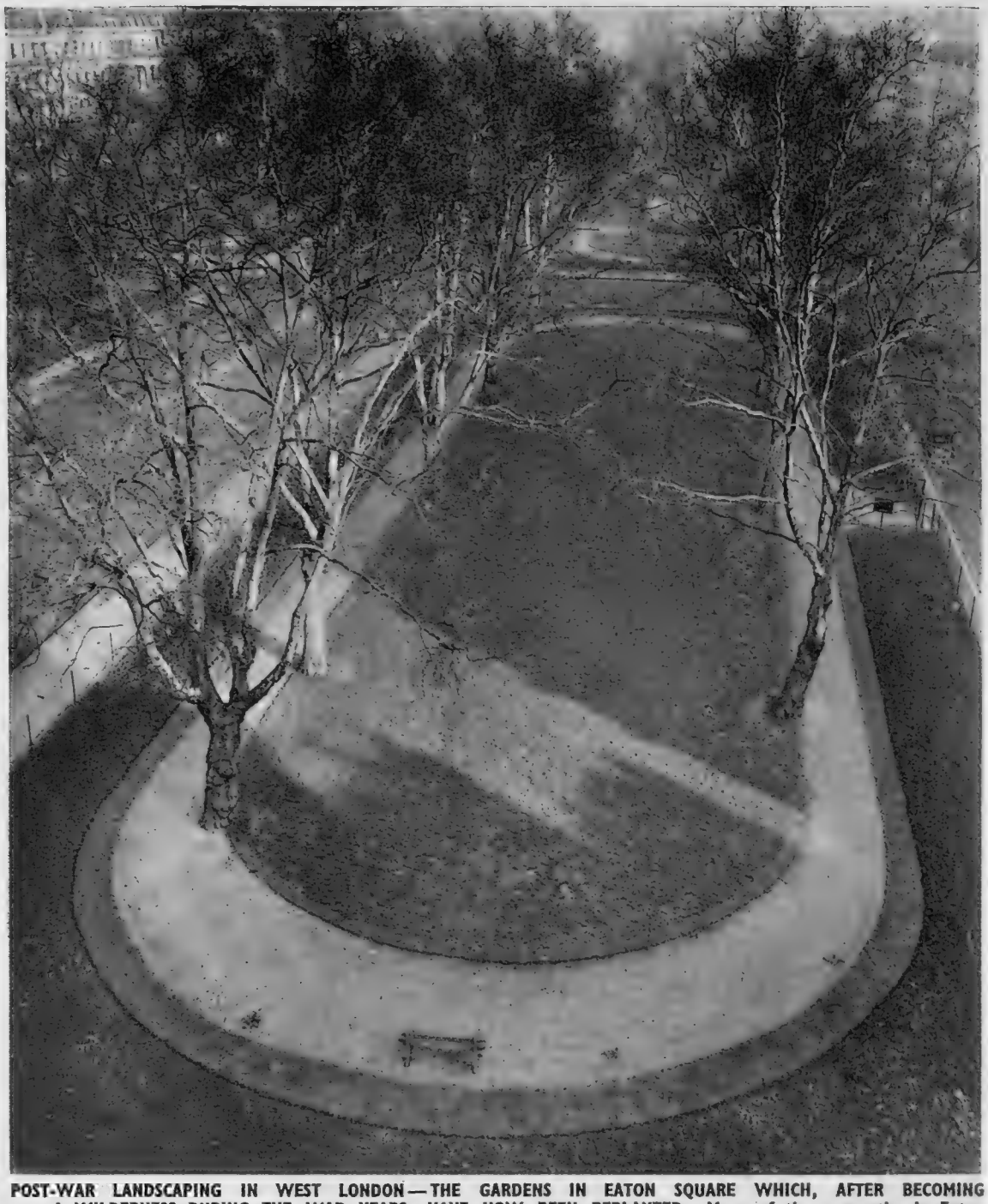
Among other recent changes can be mentioned the monumental University Buildings in Bloomsbury, and the nondescript blocks of Government offices in Theobald's Road. Within the City itself, reconstruction has been confined to reconditioning a few buildings of historic importance. There are also various multi-storeyed blocks of offices which defy description. As an example of design, the new chimney tower of the power station on Bankside has merit, but to place such a structure opposite St. Paul's is characteristic of apathy.

In these days, when everything moves fast, it would be wise for those in authority to investigate the meaning of architecture as a fine art. Each succeeding year, fresh experiments are entered upon, but little of permanent artistic consequence arises. This is the result of the economic progress that carries whole groups of men and women in one headlong rush. In times past, when æsthetics came first and economies were given second place, there was everything to support architecture and craftsmanship. But since statistics are dominant factors, formulas appear and vanish with disquieting rapidity. The main difficulty is to define principles for the preservation of the skyline of London. This factor needs very close watching; non-observance may mean the wrecking of the aspect of London's skyline for all time.

Undoubtedly taste varies from generation to generation, but changes, although essential to the creative arts, should not be pursued capriciously. Diversions are not confined entirely to the City proper or to the West End. They are equally prominent in certain of the older suburbs, where tall blocks of flats are being built to meet the housing situation. Things to-day are entirely different to the eighteenth century, with its touches of human interest. Then economic transformation of villages into densely populated areas was confined to the industrial North. London is now formed of many cities, and it is these populous embryonic centres which could be adapted to improve the well-being of the metropolis as an entity. The task is worthy of discerning statesmanship, for nothing less than a constitution for each of these centres will suffice. Even the London County Council is inadequate to deal with this vast problem of local administration and civic development. If this fact could be recognised, then the cities of Greenwich, Southwark, Paddington, St. Pancras, Hackney and Islington would vie with the cities of Richmond, Hampstead, Walthamstow and Leyton.

In every discussion of architecture it is customary to call to mind tradition and what passes for current opinion, such speculations are apt to be unreliable. The factors that truly matter are seldom mentioned, for each generation is aware of certain shortcomings, but prefers to pass them on to the next.

Here are some of the items which are often ignored: the first concerns overcrowding in every district. The West End has become an office centre.



POST-WAR LANDSCAPING IN WEST LONDON—THE GARDENS IN EATON SQUARE WHICH, AFTER BECOMING A WILDERNESS DURING THE WAR YEARS, HAVE NOW BEEN REPLANTED: Many of the properties in Eaton Square—too large for private occupation—are now being subjected to horizontal conversion into flats.

There is almost complete non-observance of civic design in London and other English cities. Recent garden improvements in Parliament Square and the City show what might be done if these matters were properly directed.

There is also the question of introducing a system of precincts to preserve the beauty of certain parts of London: for example, the Palace of Westminster with the Abbey should be protected in this way.

Most Londoners find the face of their city is being tampered with. The evidence of blunders is too strong to be passed over. For centuries citizens have been accustomed to the dignity of historical buildings, which are generally acknowledged to be works of art. In the lesser parts of London the very accidents of grouping between buildings are in danger of being obliterated.

Fortunately, the London parks afford such an abundance of space that whole districts which threaten to develop unduly are miraculously kept apart.

What really matters is that London should be allowed to preserve its charm and change gracefully through coming generations. It should be a place of inspiration to poets, writers and artists, as well as a centre for administration and business. It is, in fact, a communal state of the first magnitude, and as such it should be conserved, regulated and allowed to grow.

NEW FLATS, NEW OFFICES AND A NEW CHURCH: *Left*—These new flats are in Harpur Street, Theobald's Road, and in marked contrast to the Georgian building beside them. *Centre*—St. George's Court, a new block of Government offices on an island site in High Holborn. This view, looking eastwards, shows the old church of St. George's, Bloomsbury. *Right*—St. Paul's, Stratford East, with its modernistic tower. St. Paul's is designed as a prototype for other London churches.

THE LITTLE BAY FACING CHEYNE WALK, CHELSEA, ON THE UPSTREAM SIDE OF BATTERSEA BRIDGE, WHERE IT WAS PROPOSED TO CARRY OUT A VAST RECLAMATION SCHEME IN ORDER TO CREATE A NEW TRAFFIC ARTERY AND AN OPEN SPACE OF 1.8 ACRES, ENCLOSED BY A NEW EMBANKMENT WALL: The London County Council now announces that it has decided to withdraw this scheme from the next five-year period of the County of London Development Plan as restrictions on capital expenditure have obscured the hope of putting the proposal into effect in the next few years. Whistler's Reach will thus remain as it now is for several years.

THE EMBANKMENT WALL WHICH IS TO BE MADE SAFE BY PRESSURE GROUTING AT A COST OF £15,000, INSTEAD OF THE £250,000 RECLAMATION SCHEME ORIGINALLY PROPOSED: In recent years the wall has been undermined by the tides sweeping up into Chelsea Reach. The roots of the trees along Cheyne Walk have added to the damage.

THE BATTLE FOR CHELSEA REACH

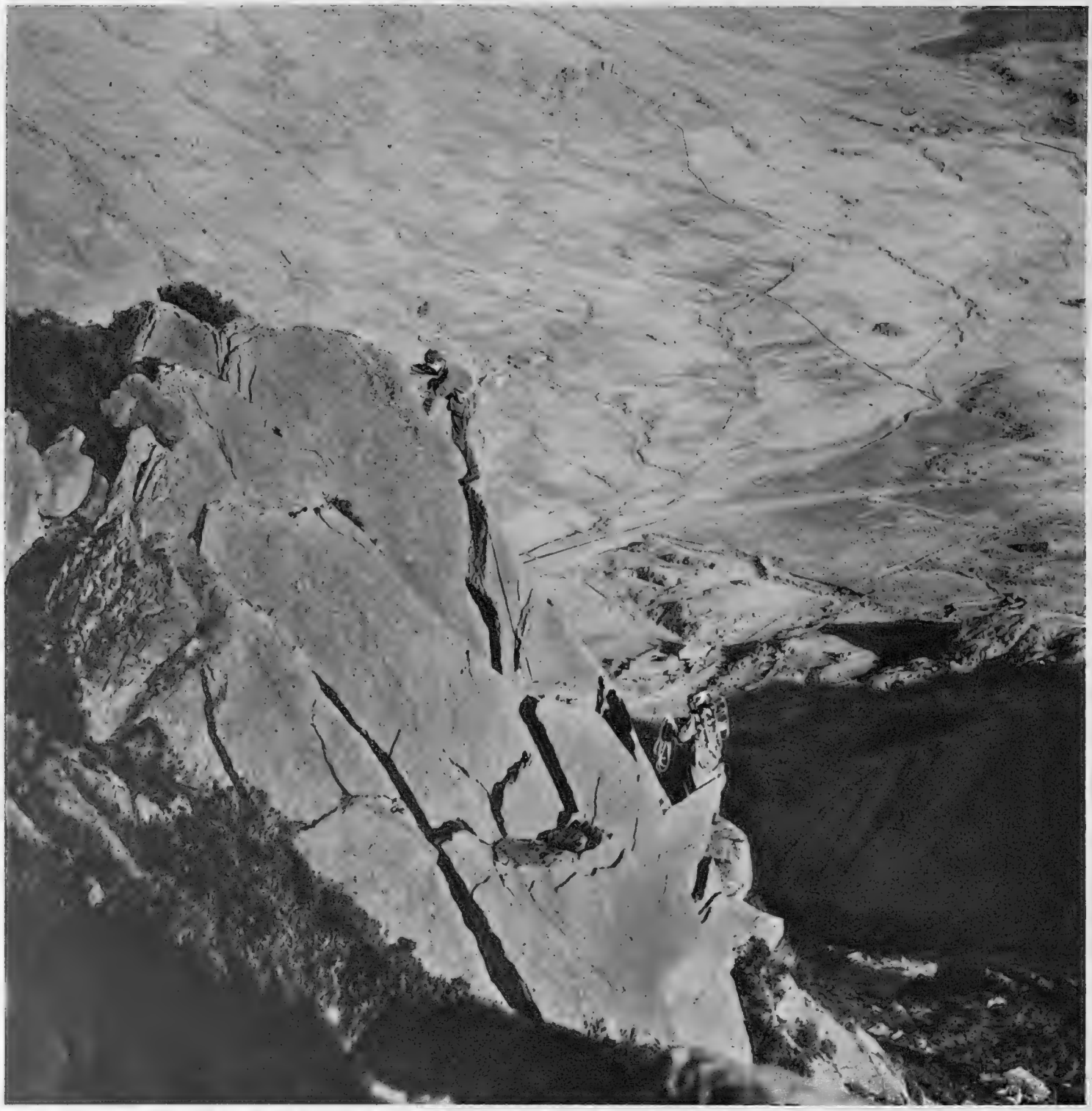
The Reclamation Proposal is Withdrawn from the County of London Plan, and Whistler's Reach Will Retain its Present Character

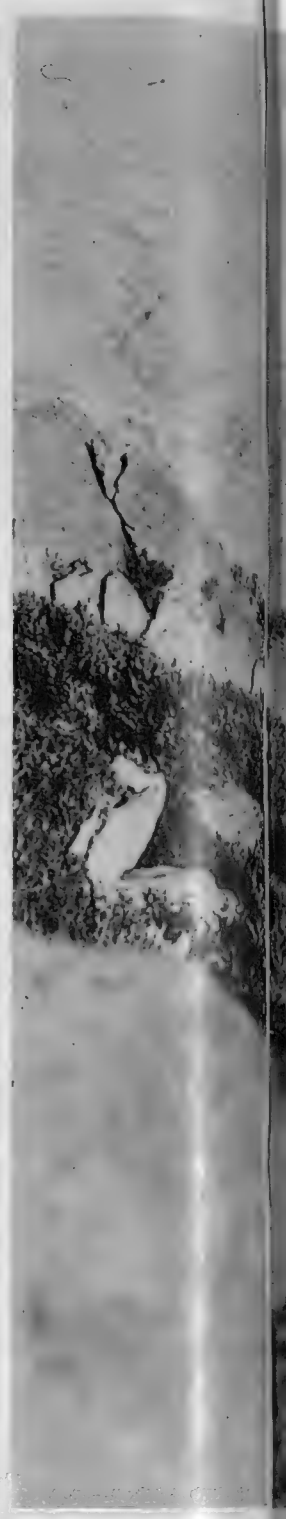
For several years the battle for Chelsea Reach has been raging, with the Chelsea Society opposing the unanimous agreement in principle of the Chelsea Borough Council that a reclamation scheme be carried out on Whistler's Reach, a scheme that would provide a much-needed open space in this part of London, which suffers so severely from lack of public open spaces, and where there is great overcrowding of the population living in the shadow of the Lots Road Power Station. Now the decision of the London County Council not to proceed with the Chelsea scheme in the next five-year period of the Development Plan for London means that Whistler's Reach will temporarily remain unaffected, but this can hardly be called a victory for the objectors, as the decision was based largely on the fact that restrictions on capital expenditure made it unlikely that Government sanction for the necessary funds would be forthcoming.

It has now been decided to make the existing wall safe by pressure grouting, and work on this will start almost immediately, as the tidal threat to the river wall is considerable and a break-through is always a possibility. Constant watch is always kept on this section of the river during periods of very high tide, the river watchers making their headquarters at Ashburnham School, Lots Road, and sandbags being held in readiness to effect emergency repairs.

There seems little doubt that the proposal for reclamation will be examined again in a few years' time, and it seems no less likely that the battle will be joined once again between those who are defending what they deem to be both picturesque and an amenity, and those who believe that the reclamation will be a positive benefit to London.

The houses along this part of Cheyne Walk are of much historic interest. No. 96 was the home of Whistler for twelve years, Turner lived at 119, while Mrs. Gaskell was born at No. 93. Between 96 and 100 there was at one time a mansion built by the physician of Charles I, Sir Theodore Mayerne, and occupied by Hortense, Duchess of Mazarin, the ebullient, irrepressible niece of the Cardinal and one of the prominent beauties of the Court of Charles II.





Above and *above on right*—MEMBERS OF THE EVEREST TEAM FOR 1953 SCALING THE EAST FACE OF 3,000-FT.-HIGH TRYFAN, NEAR CAPEL CURIG, NORTH WALES : Led by wartime Commando John Hunt, of Knighton, Radnorshire, who will be the leader on Everest, the team recently made a series of test climbs in the neighbourhood of Capel Curig, in Snowdonia, one purpose of the climbs being to test the carrying frames which will hold the oxygen cylinders and breathing apparatus to be used on Everest. Some of the members wore the light alloy harness on their backs with dummy oxygen cylinders in position. The expedition is to make its assault on Everest during May.

MEMBERS OF THE EVEREST TEAM WHO TOOK PART IN THE EQUIPMENT-CARRYING TRIALS IN THE WELSH MOUNTAINS : Left to right in the foreground are : G. C. Band, Colonel John Hunt, the leader, and A. Gregory. Left to right in rear—C. Wylie, M. Westmacott, T. D. Bourdillon, W. Noyce and Dr. Charles Evans. Among the climbers of proved experience is Mr. Bourdillon, who went with Eric Shipton's last reconnaissance on Everest. The new Everest expedition sails for India on Thursday, February 12.

TESTING THE OXYGEN CYLINDERS WHICH WILL BE USED IN THE FINAL STAGES OF THE ASSAULT ON EVEREST : Mr. Michael Westmacott being fitted with the light alloy equipment which will ease the burdens of the climb on the last stages of Everest. Last week he carried it up the east face of Tryfan.

Prelude to EVEREST

MEMBERS OF THE 1953 EXPEDITION TO THE HIMALAYAS TEST THEIR EQUIPMENT IN SNOWDONIA

In a fortnight Colonel John Hunt and his companions are setting out for the Himalayas, their objective Everest, the still unconquered peak which crowns the world. It is now thirty-two years since the first reconnaissance expedition to Everest was undertaken by Lieut.-Colonel C. K. Howard, and in these years much wisdom has been learnt upon the mountain. In the first place it is now realised that the attack from the North Col is well-nigh impossible, except under ideal conditions, while, as a result of the Shipton reconnaissance of a year or two ago and the two Swiss attempts in 1952, it seems certain that the ascent via the Western Cwm and the South Col is the likeliest way to the summit. Indeed, the gallant Swiss were less than 1,000 ft. from the summit when they abandoned their first attempt last year.

Now Colonel Hunt's men will try their luck; and this time they are taking no chances with their oxygen apparatus, remembering that this was one of the causes of failure on the first Swiss attempt. They have been trying out the new oxygen equipment and the light alloy cylinder holders on the peaks of Snowdonia, while boots and tentage which will be used on the expedition have been under trial on the slopes of the Jungfraujoch in the Swiss Alps.

Provided reasonable weather accompanies them the British expedition should get at least as far as the Swiss climbers did, but in the final stages everything will depend upon human endurance and the strength of the wind. If the winds near the summit are intolerable, loosening the stones and sending them hurtling through the air, our men may be driven back through sheer lack of strength to combat the elements. The monsoon winds that give Everest its famous plume are fierce indeed at 29,000 ft. Even if the summit is attained it will be for but a moment, and then will begin the battle of the descent.

THE BASE CAMP BENEATH THE HEIGHTS OF TRYFAN: Members of the Everest team gathered together before the test climb. The main purpose of the climb was to test equipment, but the occasion also afforded a chance for members and reserves, who had not hitherto met, to make each other's acquaintance. Standing in the foreground is Michael Westmacott carrying oxygen apparatus. The new extra-light gear purifies the oxygen for re-use.

HOME NEWS

Largely from London

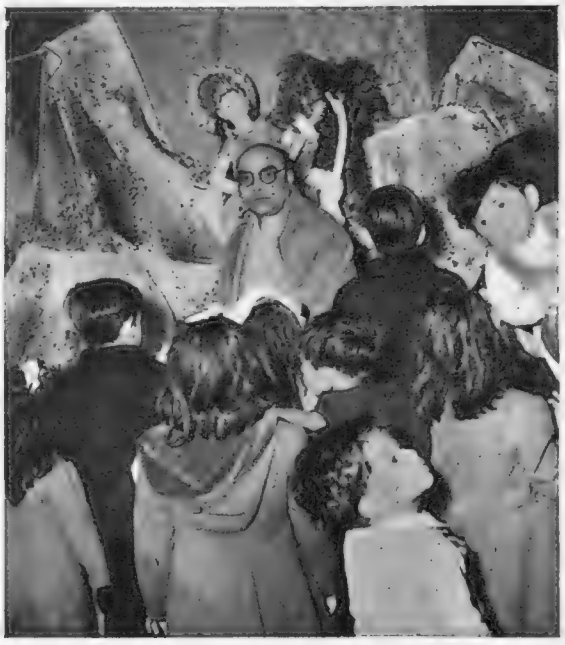
An Attempt to Refloat a Stranded Steamer; Indian Students Celebrate Their First Day of Spring; Foyle's Literary Luncheon; Claret for Mr. Churchill; the First Stage in the Building of a New Abbey Church, and Other Events at Home Recorded by the Camera

ATTEMPTING TO SALVAGE THE PANAMANIAN STEAMER "VIRGINIA," WHICH RAN AGROUND OFF THE ISLE OF WIGHT ON CHRISTMAS EVE: Tom Lovell, of the Isle of Wight, is seen carrying equipment to the stranded steamer on the overhead "railway" which has been rigged up by the firm of Hamble Marine of Southampton, who decided to make an attempt to salvage the Egyptian-owned vessel after she had been written off by most shipping experts as a complete loss. The *Virginia* is stranded 200 yards away from the cliff-edge, and to bridge this gap, Hamble Marine have sunk a 5-ft. tube of concrete into the cliff-top, which is 120 ft. above the sea, in order to secure an anchorage for the shore end of the cable. Donkey engines have been sent to the ship and set up on the decks, where they have been connected to derricks which will be used to unload the ship's cargo of iron-ore. Eventually, it is hoped that the *Virginia* will be floated clear of Atherfield Ledge on which she rests.

ON BOARD THE STRANDED "VIRGINIA": The workmen in the picture are preparing to remove the cargo of iron-ore, which must be done before the ship can be refloated. Most of the *Virginia's* crew of twenty-three were rescued by breeches buoy sixteen hours after the ship had run aground.

LONDON TRANSPORT'S FIRST "SILVER" TRAIN IS TRIED OUT ON THE DISTRICT LINE: The new train, which is seen here at South Kensington Underground Station, is constructed of unpainted aluminium alloy coaches, and is being run as an experiment to ascertain whether this new style of rolling stock can be left unpainted. An experiment had previously been made with a single unpainted car. A complete train requires 2 tons of paint initially and 5 cwt. when repainted. Because of this saving in weight, the trains will be highly economical in the use of current.

Above and *on right*—**INDIAN STUDENTS CELEBRATE THE FIRST DAY OF THE INDIAN SPRING BY WORSHIPPING SARASWATI PUJA—THE GODDESS OF LEARNING:** In these two pictures, the children of Indian students in this country are seen at the celebrations which were held by members of the Indian Students League at their headquarters in West Cromwell Road, London, last week. Conducting the ceremonies was Professor S. Bhattacharya (who is seen in the centre of the picture *on the right*). Professor Bhattacharya is lecturer in history at the University of Calcutta, and is at present visiting England to complete further studies at the University of London. The celebrations started in the morning, when the students and their children congregated at their headquarters to sing hymns and to offer up prayers to Saraswati Puja, and ended in the evening on a more social note, with a musical "soirée" held by the Students League. This festival is celebrated throughout India once a year, but the festival takes place at different times of the year in the different districts of India.



On left—**MAKING ROPE BY HAND IN THE WORKSHOP OF GODFREYS AT CHELMSFORD, IN ESSEX:** Arthur Frost, assisted by apprentice Alan Madle, is seen at work on a hand-operated machine which is known in the rope trade as a "walker and layer." Messrs. Godfreys' main concern is the manufacture of tents, but the subsidiary line of rope-making is essential to the agricultural industry. Arthur Frost, who has been in the business for a quarter of a century, and his assistant daily turn out such things as plough lines, cords, tent ropes, cow ties and halter reins from the rope works.

R. W. A. FOYLE (RIGHT) PRESENTS A CHEQUE FOR £250 TO THE POET DYLAN THOMAS AT A LITERARY LUNCHEON HELD AT THE DORCHESTER HOTEL, PARK LANE: The responsibility of selecting a poet worthy of the prize rests solely with Mr. Foyle, and the award is given for the most outstanding book of verse published during the year. Dylan Thomas, who is the son of a Welsh schoolmaster, won the prize with his *Collected Poems 1934-1952*. Married, and with three children, he began his writing career as a reporter. Dr. A. L. Rowse, Fellow of All Souls College, Oxford, who was one of the speakers at the luncheon, described the poet as "a man of genius who is the most promising poet on our literary landscape."

PRINCE WILLIAM OF GLOUCESTER TALKING WITH THE CLOWNS ALBY AND PERCY AT OLYMPIA: Prince William and Prince Richard of Gloucester recently enjoyed a treat that many other young children will envy them. With their parents, the Duke and Duchess of Gloucester, they went to Bertram Mills Circus. After the show they were taken behind the scenes and met many of the performers whose antics and feats they had watched from the ringside.

RAPPING UP A RACING CAR AT THE PACKAGING EXHIBITION WHICH OPENED AT OLYMPIA LAST WEEK: In this picture Mrs. Eileen Trew, of East Ham, demonstrates how the record-breaking Cooper car can be sealed by the means of a machine that uses the plastic composition known as polythene. The machine applies heat to the plastic which forms an airtight and fireproof covering, which assures that the car will reach its destination, however arduous the journey, intact and unscratched. Major Lloyd-George, the Minister of Food, who opened the Exhibition, said in a message to the promoters, that well-designed packing does a great deal to prevent the waste of Britain's food resources and plays a no less important part in food hygiene. It has been estimated that, on the average, packaging represents about one-tenth of the total cost of any product, although in some industries it represents as much as 90 per cent.

On left—
BURIED TREASURE IN A LONDON VAULT: Mr. L. S. W. Steer, the secretary, and Mr. Pedro Utrera, the managing director of Bilbainas, the London wine company, are packing one of the bottles of Rioja Claret '23, which were discovered in their vaults near Charing Cross, and which were presented to Mr. Churchill. The discovery was made when surveyors and engineers who are working on the alterations now being made to Charing Cross Station, had cause to go down to the vaults of the company. There they found fifteen bottles of the wine. Mr. Utrera thought that it would be a fine gesture if some of the bottles were presented to Mr. Churchill, so without delay twelve bottles were packed in a foot of cotton wool and despatched to him.

HE FIRST AUSTRALIAN W.R.A.C. OFFICER TO COME TO BRITAIN STARTS HER STAFF TRAINING COURSE AT FRIMLEY PARK, IN SURREY: Captain Patricia Pitt (in the dark uniform) is seen walking in the grounds of Frimley Park with some of her colleagues. Frimley Park was acquired by the War Department three years ago and made into a training college for the W.R.A.C.

THE CRYPT OF THE NEW ABBEY CHURCH AT PRINKNASH PARK: This is the first stage in the building of the new Abbey Church by the Monks of Prinknash Abbey, near Gloucester, and has just been completed. The work was started in 1939. The Abbey of Prinknash was left to the Benedictine community who were then occupying the Island of Caldey, in South Wales, in 1927. The church is being built from designs by Mr. Goodheart-Rendell.

SHAKESPEARE, CONAN DOYLE, and MACDOUGALL

"The Merchant of Venice" at the Old Vic; a Ballet About Sherlock Holmes at Sadler's Wells; Roger MacDougall's New Comedy at the St. James's Theatre

It was perhaps fitting that *The Merchant of Venice* should have been presented at the Old Vic during the Christmas holiday period as, with its interminable casket scenes, it has rather the aspect of a Christmas pantomime. What can be achieved in these scenes has, however, been achieved in the latest production at the Old Vic, with Irene Worth, a delightful Portia (womanly at Belmont and essentially masculine in court), distracting the attention from the wooer in each scene by her ability to communicate her own sense of suspense at the outcome of the choice. The Shylock of Paul Rogers is another memorable contribution, because he gives his Jew a sense of dignity and power, winning the sympathy of the audience. The cringing Jew of tradition is well and truly cold-shouldered. There is also virtue in the restrained performance of Claire Bloom as Jessica.

KISS AND MAKE UP—THE FINAL EPISODE IN "THE MERCHANT OF VENICE," AT THE OLD VIC: Portia (Irene Worth) and Bassanio (Robert Urquhart) are seen in the centre of the stage, while towards the left stand Jessica (Claire Bloom) and Lorenzo (Richard Gale). In the background is the rather curious piece of stage equipment which, rising from the floor when needed, represents Portia's home at Belmont. Within the portals are displayed the caskets which play such a part in the Belmont scenes.

DAUGHTER, MERCHANT AND UPRIGHT JUDGE: Claire Bloom as Jessica, Paul Rogers as Shylock and Irene Worth as Portia in *The Merchant of Venice*, which has been playing to packed audiences at the Old Vic.

HOLMES AND WATSON: Kenneth Macmillan and Stanley Holden as Sherlock Holmes and Doctor Watson in the new ballet, *The Great Detective*, at Sadler's Wells. The choreography is by Margaret Dale to Richard Arnell's music and the scenery and costumes were designed by Brian Robb. The current fashion for detective plays in London is supplemented and satirised by the latest production of the Sadler's Wells Theatre Ballet. The serious Holmes student may not be amused by the gambollings of the ballet version of their hero, but Miss Margaret Dale has created an amusing piece out of an apocryphal encounter between the great detective and a wicked Professor. Armed only with pipe and spy-glass, Holmes succeeds in taming a wild gorilla, besides finally bringing down the forces of evil. Mr. Kenneth Macmillan successfully doubled the roles of Sherlock Holmes and of his adversary, the Professor. As Holmes, he is permitted his pipe, but not the equally famous hypodermic syringe. The characters are not referred to by name, as is suggested by the title, *The Great Detective*.

A HEADMASTER IN DIFFICULTIES: Ernest Clark, as Dr. Skillingworth, hears that three of his pupils have escaped from school in a stolen aeroplane. One of the many witty and dramatic scenes in Roger MacDougall's new play, *Escapade*, at the St. James's Theatre. Left to right are: Alec McCowen, Phyllis Calvert, Nigel Patrick, Dorothy Turner and Ernest Clark. Mr. MacDougall's highly successful comedy concerns the reactions of parents and headmaster to the escapade of the three sons of a pacifist author. The theme has given its author scope for many witty and wise comments on pacifism; parent-child and pupil-headmaster relationships; the Press; modern youth, etc. The three boys who start all the trouble do not appear on the stage, but it is their escapade which motivates the play.

PARENTS AT BAY: Alec McCowen as one of Dr. Skillingworth's pupils, tells Phyllis Calvert and Nigel Patrick of the plot whereby their three sons have escaped from school, to the discomfiture of all but their schoolfellows.

A NEW SILHOUETTE ON THE WATER—THE FAST PATROL BOAT "BOLD PIONEER" UNDERGOING ADVANCED TRIALS IN THE ENGLISH CHANNEL: *Bold Pioneer* is the first vessel to be powered by gas-turbine and Diesel engines working in conjunction, and, in company with her sister-ship the *Bold Pathfinder*, is the first of a new class of light warship. Although most details of the *Bold Pioneer's* performances are secret, it may be stated that her gas-turbines were manufactured by the Metropolitan Vickers Electrical Company, Ltd., of Manchester, and have been developed directly from the Gatric engine which was successfully tried out in an experimental gun-boat more than five years ago. The gas turbines enable the boat with her crew of two officers and sixteen ratings to carry a heavy armament at high speeds. The *Bold Pioneer* has a length of 121 ft. and a beam of 25 ft. 6 ins., while her main identifying features are her twin funnels mounted side by side. She is a hard-chine boat, which in the past has been associated with great speeds, whereas her sister-ship is of round-bilge construction to which is attributed good sea-keeping qualities, and is slightly narrower. During the trials a watch is being kept to see which design reacts better to the installation. Another detail of the *Bold Pioneer* is her lattice-work mast crowded with radar equipment. Both ships have been built in the south country, the *Bold Pioneer* by J. S. White at Cowes, Isle of Wight, and the *Bold Pathfinder* at Vosper's yard at Portsmouth.

BOLD PIONEER

BRITAIN'S FIRST OPERATIONAL WARSHIP POWERED BY GAS-TURBINE ENGINES, RUNS HER ADVANCED TRIALS

On left—

THE STERN OF THE VESSEL: At present the *Bold Pioneer*, which is fitted with three guns, is based on H.M.S. *Hornet*, the main coastal forces base at Gosport.

THE LIVERPOOL LINER BLAZE

THE 20,000-TON "EMPRESS OF CANADA" IS BURNT OUT IN THE GLADSTONE DOCK

FIREMEN PLAY THEIR HOSES ON THE BURNING LINER "EMPRESS OF CANADA" FROM A POINT OF VANTAGE: They were standing on the roof of one of the buildings flanking the Gladstone Dock, where the blaze began last Sunday.

LISTING HEAVILY TOWARDS THE QUAY: A view of the stern of the *Empress of Canada* at the height of the week-end blaze which reduced her to a burnt-out hulk.

THE CANADIAN PACIFIC LINER "EMPRESS OF CANADA" LISTING HEAVILY FROM THE WEIGHT OF WATER IN HER HULL AT THE HEIGHT OF THE BLAZE: The ill-fated vessel seen in the Gladstone Dock, Liverpool, where after burning fiercely for 15½ hours she heeled over and sank on her side in the dock. Hundreds of firemen drawn from all the Merseyside forces and other fire brigades in Lancashire and Cheshire fought a losing battle with the flames as they swept through the liner. Last Monday night the last plumes of smoke curled up from the blackened hull. The fire began in the ship's dispensary and was discovered by a member of a fire-watching party on duty in the ship. It was announced last Monday that a full inquiry would be held, but that this could not be done until the liner had been raised to an upright position in the dock. Salvage operations are expected to take a year.

The liner *Empress of Canada* was originally called the *Duchess of Richmond*, and under both names she was known to a host of passengers on the North Atlantic route as one of the most commodious of C.P.R. liners, her third class being regarded in her days as the *Duchess of Richmond* as one of the best in the world. After the loss of the last liner to bear the name *Empress of Canada*, torpedoed by an Italian submarine 400 miles from Freetown in March 1943, the *Duchess of Richmond* was renamed. As the new *Empress of Canada* she was the first ship to restore normal passenger travel between Liverpool and Canada after the war. During her wartime service as a troopship she carried 169,000 Service men and women, and 18,500 civilians.

LOOKING DOWN ON THE BLAZING LINER FROM A WAREHOUSE ROOF: At a later stage the entire promenade deck and the bridge were enveloped in flames, the after-deck was also blazing fiercely and flames were shooting from the portholes. As the fire gained a complete grip on the liner, it was decided to move her sister-ship, the *Empress of France*, which was berthed 50 yards astern of her.

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"EMPRESS OF CANADA" SEEN FROM THE DECK OF THE "EMPRESS OF FRANCE": These two liners, together with the *Empress of Scotland*, have been a regular passenger and cargo service between Liverpool and Canada. They proceed to St. John's, New Brunswick, in the winter months and along rrence to Montreal in the summer. The loss of the *Empress of Canada* (formerly known as the *Duchess of Richmond*) is a very serious matter in year, when she has been fully booked. The Canadian Pacific have no surplus passenger liners available for the North Atlantic route during the busy season.

HE ILL-FATED LINER ON HER SIDE IN THE GLADSTONE DOCK AFTER BEING COMPLETELY BURNT OUT: At midnight last Sunday hope of saving the ship was abandoned, but firemen continued to fight the flames from the dockside, carrying out what they called a damping-down process. The water-level in the dock was lowered so that when the liner did fall on her side she was not completely submerged. It has been said that it will cost at least £1,200,000 to recondition the vessel.

CELEBRATING THE FIRST SIX MONTHS OF THE NEW EGYPTIAN REGIME

GENERAL NEGUIB ADDRESSING THE CROWD WHICH GATHERED IN CAIRO FOR THE CELEBRATIONS MARKING THE END OF HIS FIRST SIX MONTHS AS PREMIER OF EGYPT: The General told his audience that, having rid the country of corrupt politicians who had hampered Egyptian unity, the next task was to get rid of the last traces of British Imperialism. *Inset on left*—General Neguib, waving his hat, driving through the crowd before making his speech. The focal point of the day was a ceremony in Liberation Square, when an oath was sworn by the General in unison with the great crowd. The oath began with: "Oh, God, you love the strong and hate weaklings," and continued: "We shall work for our country as its interests and honour require. Our motto shall always be—unity, discipline and work."

POLITICS AND PRISONS

News from Egypt, Persia, the U.S.A., and Germany

A WARM GREETING FOR AN OLD ACQUAINTANCE: General Neguib, the Egyptian Premier, embracing an orderly who had served at his old school. The General was on a visit to the Cairo University when he spotted the orderly and rushed forward to give him this greeting.

MOSSADEK v. MAKI—FURTHER TROUBLE IN THE MAJLIS IN TEHERAN

A STUMP SPEAKER ADDRESSES A CROWD CLAMOURING FOR MOSSADEK OUTSIDE THE PARLIAMENT IN TEHERAN: These demonstrations took place while Deputies were debating on a Bill to extend Premier Mossadek's powers for another year. Although a violation of the public security order made by Mossadek banning big public meetings, the gathering was fairly orderly.

HOSSEIN MAKI, SECRETARY-GENERAL OF PREMIER MOSSADEK'S COALITION, ADDRESSES HIS FOLLOWERS: Hossein Maki (centre profile), is seen announcing to a meeting that he will "obey public opinion" and is prepared to resume his duties as Majlis Deputy, a post that he resigned when Mossadek presented a Bill to extend his Extraordinary Plenary Powers to rule by decree. After a heated debate, Dr. Mossadek won his fight for full power which he needs to strengthen his hand in future oil negotiations. The Bill was finally passed by an overwhelming majority; of the sixty-seven Deputies present, fifty-nine voted for Dr. Mossadek and one voted against. Seven abstained, including the Deputy Speaker. Hossein Maki, who was opposed to the extension, walked out of the Majlis declaring that he was resigning his seat and retiring from politics. When this was announced, a crowd of his followers besieged his home demanding he should return. When Dr. Mossadek's success was known, Maki recanted and resumed his seat.

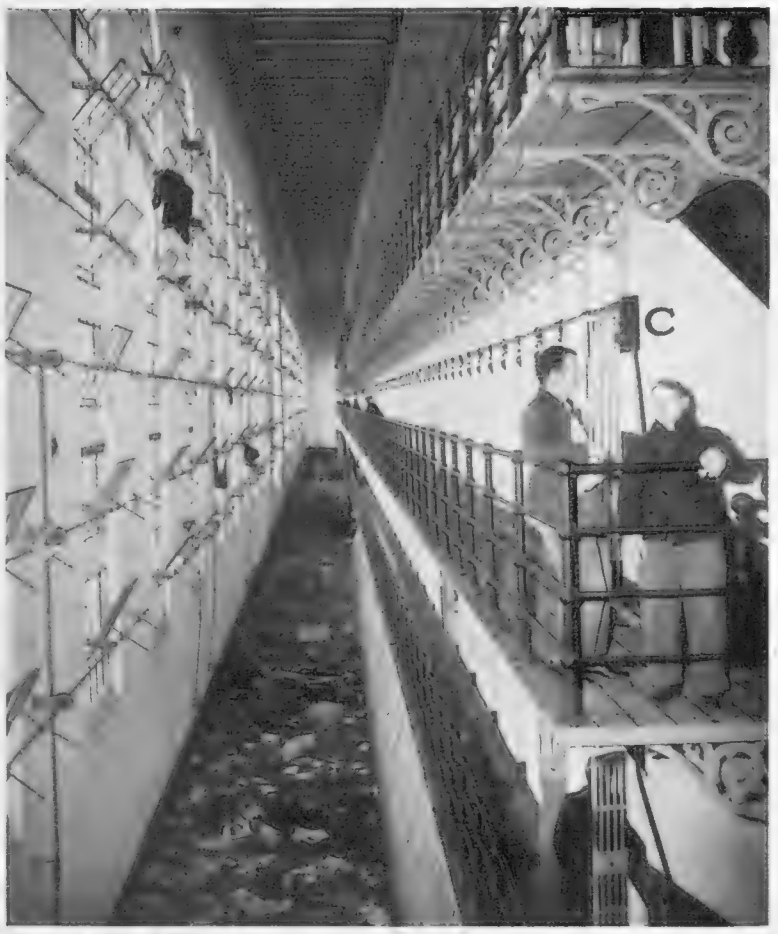
MORE DISTURBANCES IN THE AMERICAN PRISONS

FIRE AT THE WESTERN PENNSYLVANIA PRISON, OUTSIDE PITTSBURGH: A night scene showing the Tag Building (where car licence plates are manufactured), set on fire by rioting convicts. At the left background of the picture are searchlights from a police post. Yet another American prison riot took place, when over 1,000 convicts at Western Pennsylvania Prison seized warders as hostages and set fire to some of the buildings. The rioters barricaded themselves in with their hostages before issuing demands for better conditions—food, medical attention, longer visits and parole regulations among them. They were promised an investigation by the District Attorney. Mr. John Fine, Governor of Pennsylvania, was in Washington for the inauguration of Mr. Eisenhower, but he telephoned the prison authorities that there must be no "deals until order is restored."

On left—

SHOUTING DEFIANCE FROM AN AMERICAN PRISON: A rioter at Western Pennsylvania State Penitentiary addresses the guards from a balcony inside the prison. The photograph was taken through a 3-in. space between the iron bars of a prison window opposite.

THE MORNING AFTER: The Tag shop at the Western Pennsylvania State Penitentiary as it appeared after the fire, when thousands of licence plates were destroyed. In front of the building stand three State police.



SCENE OF THE RIOT: A cell block after the great riot. Tables, chairs and buckets cover the floor and garments have been flung against the windows. Armed police were rushed to the trouble spot and a patrol boat armed with a machine-gun was brought up the Ohio River opposite the prison.

JEWISH LEADERS AMONG GERMAN REFUGEES

JEWISH LEADERS AND THEIR FAMILIES ADD TO THE EVER-INCREASING STREAM OF REFUGEES INTO WESTERN BERLIN: *On left*—Julius Mayer (left), a Jewish leader and Deputy in the People's Chamber of the East German Government, and Helmuth Lohser, Chairman of the Jewish community in Leipzig, who with ten Jewish families have fled to West Berlin. *On right*—A demonstration in East Berlin in memory of two Jewish Communists who were murdered thirty-four years ago. The parade was ordered by the East German Government, presumably to allay the fears of the Jewish community in the Soviet Zone. The Jews who fled to West Berlin say that they knew they were about to be arrested and made the victims of a "show trial." They report, however, that there is no anti-Semitism among the people of East Germany. Julius Mayer said that the only anti-Semitism was inspired by the Russians and was to be found only in the top ranks of the Communist Party. Meanwhile the stream of refugees into West Berlin has reached such proportions that Professor Reuter, the Chief Burgomaster of the city, has warned that "the lighthouse of liberty for the Soviet Zone" might soon be overwhelmed. He has advocated new negotiations between the Federal and *Länder* Governments, and has suggested that ways and means should be investigated for properly directing the stream of refugees into Federal territory where they could be resettled and found employment.

PIQUANT, POTENT, PETROL

From To-morrow Onwards the "Forecourt Salesman" Will be Offering Branded Petrol for the First Time for Thirteen Years, and a Bonny Fight Between the Rival Producers is Now in Prospect

BY "THE SPHERE" MOTORING CORRESPONDENT

BRANDED petrol comes back to-morrow. It is quite an important day in the history of motoring. For thirteen years we have had to put up with just one kind of petrol—a yellow, evil-smelling concoction they called "Pool." It cut down our consumption, made our engines pink, and produced an appalling sluggishness.

It was no doubt necessary during the war for the petrol companies to pool their resources and conserve their energies by withdrawing branded fuel, but there are many of us who think that the need for this emergency measure ended a long time ago, in spite of all the official talk about dollar savings.

What the life of the country needs is more competition, and the motoring world is no exception. Competition has returned to the field of car sales and the benefit to the man-at-the-wheel is already apparent. Manufacturers are having to start thinking again about the needs of home buyers. They are not allowing themselves to be so preoccupied with export requirements as has been the case for the past few years.

Salesmen are more polite, too. And now we have branded fuels, with a bonny fight in prospect between the big petrol companies. The Esso Petroleum Company, which I suppose is second only in size to the Shell-Mex and B.P. organisation as far as this country is concerned, sprang a big surprise when they announced their three-grade policy.

Their competitors had announced that they would be selling, after February 1, two grades of motor-spirit: a premium grade selling for 3d. a gallon more than Pool, and an "ordinary" grade costing the same as Pool. Esso bided their time and then calmly announced that they will be marketing *three* grades: Esso Extra at 4d. a gallon more than Pool; Esso Mixture at 2d. a gallon more; and plain "Esso," costing the same as Pool.

They said their middle-grade "mixture" would, as the name suggests, be a mixture of the other two, though they declined to say in what proportions they would be mixed. It is this middle grade, of course, that gives a touch of piquancy to the petrol situation, for in a sense the mixture undercuts the premium grades of the other companies.

Yet Esso do not claim that this middle-grade fuel is even equal to the threepence-extra premium grades of their rivals. "We obviously do not know the quality of our competitors' premium grades," said an Esso spokesman. "What we do claim is that the high qualities of this grade will satisfy those motorists for whose cars the highest quality is not essential." By which I suppose he meant the owners of fairly old cars, who do not necessarily want a sparkling acceleration but who *do* want their engines to stop pinking and to start a little more readily on a cold morning.

Esso also think their Mixure will appeal to owners of vehicle fleets "who wish to gain many of the benefits of a premium petrol but for modest outlay."

Of their top premium grade—"Esso Extra"—the company state: "It will be of a superlative quality never before available in this country, produced by the exclusive combination of catalytic cracking and polymerisation processes." Now this may well be true, but these long words are rather confusing. They used to have a phrase for it in the Army—something about "blinding you with science." It 's an example of the kind of sales talk we must expect when the petrol "war" gets into full swing; for there will certainly be a war of sorts, even if it does not actually develop into a price war.

Whom are we to believe when all claim that their product is best? The answer is "nobody." At any rate, not until you have tried them all and seen how they work in your own car. And how nice to be able to pick and choose once more, knowing that the suppliers of the different brands really do want your custom and are probably prepared to insist on rather better service from their "forecourt salesmen" than we have received during the last thirteen years.

And now a word of warning. . . . It is no good to switch over to one of the premium grades unless you see to it that your engine has been adjusted to take maximum advantage from spirit with better anti-knock and other qualities. This is mainly a matter of ignition, and you would be well advised to let your garage man see to it for you. It 's so easy to overdo it, with serious effects on your engine.

I was discussing this matter the other day with a Lucas engineer. "While these new petrols will be much less prone to pinking at low-to-moderate engine speeds," he said, "they may cause pinking at higher speeds in some engines if the ignition timing is not set carefully. Many engines pink heavily on Pool at the lower speeds unless the ignition is retarded, with a slight loss of power.

"Automatic timing controls used in distributors fitted since the advent of Pool are arranged to give this retarded timing at lower speeds, but maximum power at higher speeds. It has been the practice of many service stations and some manufacturers to set the ignition to give a trace of pinking at low speeds, and on Pool petrol this method is generally satisfactory.

"But when a premium petrol is used, the tendency to pink at low speeds will be reduced or eliminated. So if the ignition is advanced until pinking again appears, the timing will then be much too far advanced for the best performance, and misfiring and other troubles will arise.

"Some improvement in performance may be gained by advancing the ignition slightly. But if it is overdone there is danger of pinking at high engine speeds where it may not be noticed against the background of wind, tyre and other noises. Excessive advance may also result in blown gaskets and the risk of back-running during starting. This could do great damage to the starter motor."

This is an important subject, and that is why I have devoted so much space to it. And one final word. . . . Most overhead-valve engines will benefit by the use of premium fuel, and the greater the compression ratio, the greater the improvement. Side-valve engines benefit least from the change.

SIDNEY ALLARD, WINNER OF LAST YEAR'S MONTE CARLO RALLY, CLIMBS OUT OF HIS CAR AFTER DITCHING IT SOMEWHERE ALONG THE DIJON-GRASSE SECTION OF THE ROUTE DURING A TRIAL RUN: This was one of the snags Allard outlined to his team companions before the Rally. He had invited all his associates taking part in the Rally to his home, to give them the benefit of his experiences gained during the trial run. No fewer than twenty-five makes of cars in this year's rally were of British origin.

THE GLASS-FIBRE-ROOFED CAR MAKES ITS APPEARANCE: Mr. George Smith (left) and Mr. J. Brooks, both of Kingsbury, London, N.W.9, seen fixing the hood on to the Austin Somerset (sports model) at the Kingsbury Works of Vanden Plas, Ltd., thus converting the car into a saloon. The ⅛-in.-thick roof, which is made of glass-fibre cloth moulded together with resin, weighs 45 lb., and can be dismantled in two minutes. Tests are now being made on roads with a British car which has been fitted with the new roof.

I like the look of the latest Berkeley caravan. It is the Europa, it costs £330, and it incorporates some advanced manufacturing ideas.

I was discussing it with Mr. Charles Panter, chief of the Biggleswade firm, at a party he gave to Berkeley distributors at London's Café Royal, and he said that although some people described the Europa as revolutionary, he himself felt it was long overdue.

"The use of steel panelling and framing for body-work has been employed by the car industry for many years," he said, "and there is nothing revolutionary about its application for the manufacture of a vehicle body. It makes possible a design more in keeping with the construction and appearance of the modern car than the conventional 'coachbuilt' caravan."

The Europa certainly has a modernistic air. I like the neat way in which the tow-bar is faired, the tidy installation of the easily-operated jacks at each corner (with built-in lights and traffic indicators), the easy method of handling the tow-bar parking wheel (so often a hand-soiling, exasperating business), and the ingenious control of the ventilator in the roof of the caravan.

Anyone who pays more than lip service to the idea that we must all do that we can to check the terrible toll of the roads should read the Ministry of Transport's report on road accidents in 1951. It is published by Her Majesty's Stationery Office for 3s. 6d.

Figures for 1951 may at first sight appear rather out of date, seeing we are now in 1953, but there are many lessons to be learned from a study of the very detailed and clearly-presented statistics contained in the report. For, of course, the causes of most of the accidents that occurred in 1951 are still with us.

The number of people killed in 1951 was 5,250, including 914 children, and it is good to know that, in 1952, for the first time for many years, the number of deaths dropped below the 5,000 mark. In 1951, fifteen people were killed and 600 seriously injured *every day*. What a staggering waste of life!

I blew off steam in my last article about the neglect of Britain's roads and the effect of their inadequacy on the accident rate, so I will not bring in the roads again this time, except to say that the Report seems to hold out little or no hope of more money being devoted either to the construction of new roads or to the improvement of existing ones.

The Report, as is pointed out in its "Conclusions" shows that no one group of road-users can claim immunity. There were many victims in every group. And no one group can claim a "white" record. "There was carelessness, and plenty of it, in every group," says the Report.

Many more accidents occurred in built-up areas than outside; and on this point the report says, rather despondently, I thought, "Here, road improvements may be very costly, but improved behaviour costs nothing." The Ministry adds: "In towns and open country alike most of the accidents which occurred in 1951 could have been avoided by more careful human conduct, though improved road conditions would have left less room for mistakes."

A solution of the accident problem is only possible, says the Ministry, if all classes of road-users can be trained to a higher standard of road conduct based on car courtesy and intelligent consideration for others.

On the day the Ministry's Report came out there was news of further development as a result of the Duke of Edinburgh's plea that all bodies concerned with road accident prevention should get together and make a combined attack on the evil instead of working independently.

Representatives of fifty-three national organisations met at the House of Lords under the chairmanship of Lord Llewellin (President of the Royal Society for the Prevention of Accidents), and set up two committees to grapple with two vital aspects of the problem.

One is now sifting scores of proposals requiring Government action. The other is concerned with propaganda to reach all classes of road-users. Good luck to them! Meanwhile, let every motorist, realising he is in charge of a lethal weapon, resolve to take just that extra bit of care in 1953.

There is no satisfaction in being "in the right" if you fatally injure a pedestrian or cyclist by travelling at a speed which, though reasonable in itself, gives you no chance to pull up in time to counteract his or her carelessness. Five minutes longer on a journey is not wasted. It could be an invaluable investment.

THE 2,000,000TH DAGENHAM-BUILT VEHICLE: Sir Rowland Smith, Chairman of the Ford Motor Company, Ltd., seen at the wheel of a Zephyr Six saloon at the Essex factory. After a recent visit to North America, Sir Rowland said: "Contrary to the widely held idea that the market for British cars in the United States is an ephemeral one, the extensive visit I have made convinces me that an increasing number of buyers are selecting the British car and appear likely to want to continue to do so as long as the price is right."

BRITISH CAR SUCCESSES AT MONTE CARLO

253 CARS FINISH THE 2,000-MILE COURSE, AND A FORD ZEPHYR SUCCEEDS IN THE ELIMINATING TEST

STIRLING MOSS, WHO LED A STRONG SUNBEAM-TALBOT CONTINGENT, SETS OUT FROM THE MONTE CARLO RALLYING POINT : With the British racing driver are his co-drivers, Desmond Scannell (extreme right in the car) and John Cooper. Stirling Moss, second in last year's rally, was unplaced this year. There were seven International starting-points and altogether some 404 cars set out on Tuesday of last week on the 2,000-mile-long course. At the end of the run there were 253 unpenalised competititors and the Rally winner was chosen during an eliminating test.

A WOMEN'S TEAM SETS OUT FROM MONTE CARLO : A spectator greets Sheila Van Damm, leader of the Sunbeam-Talbot Women's Team, and her co-driver, Mrs. Anne Hall, of Huddersfield. They were the runners-up to Mlle M. Pochon for the Coup des Dames.

SIDNEY ALLARD (LEFT), LAST YEAR'S WINNER, WITH HIS BROTHER (RIGHT) AND PASSENGER, TOM LUSH : The driver in this Allard saloon made the best time in the accelerate-stop-accelerate test, thus qualifying for the final test. The Allard team left from the British starting-point at Glasgow, and together with all other cars from that city crossed the Channel without penalty. Fog and ice handicapped many Britons early on in the race during the run down to Paris.

THE WINNERS OF THE TWENTY-THIRD MONTE CARLO RALLY : M. Maurice Gatsonides, of Haarlem, Holland (hand upraised), and his co-driver P. Worledge, of London, relax in their Ford Zephyr after completing the course. Mr. Worledge is demonstrating the seat which he and his partner used during rest periods.

British entries for the twenty-third Monte Carlo Rally totalled 114, which was an all-time record. Out of the fifty-five different makes of cars participating, some twenty-five were of British origin, while for the first time in the history of the rally, Australia was represented by the inclusion of its own national car, the Holden. On Tuesday of last week the cars set out from the seven different international starting-points and made the journey to Monte Carlo by devious routes. From Glasgow, outside the building of the Royal Scottish Automobile Club, there started some 103 cars which crossed the Channel without mishap or penalty, while from Monte Carlo itself one of the drivers to set out on the circular route was Stirling Moss in a Sunbeam-Talbot. Much of the time during the run down to Paris the drivers from Glasgow were handicapped by fog and ice, but there were surprisingly few eliminations and on arrival at Monte Carlo it was found that 253 cars out of 404 had finished the course. More than 100 drivers, from several countries, entered the final test at Monte Carlo, driving round a 50-mile course of difficult roads in the mountains. British cars emerged triumphant from the eliminating test, and out of the first twelve places announced ten were allotted to Britain. The winner was the Ford Zephyr driven by M. Gatsonides, while the runner-up was a Jaguar saloon driven by I. Appleyard.

THE FOCAL POINT OF THE RALLY : A general view of the harbour at Monte Carlo, showing the cars arriving. Monte Carlo was also a rallying point, the drivers travelling on a circular route.

AN ACCIDENT IN FRANCE : This mishap occurred on the road from Avesnes to Maubeuge, and the car involved was a Jaguar driven by a British team composed of Stanley Boshier, Cecil Heath and B. E. Bradnack. All three were taken to Maubeuge hospital.

The World of Books—By VERNON FANE

THE UPS AND DOWNS OF MISIA

A Remarkable Biography of the Great Beauty Who Mixed with Many of the Creative Brains of Her Day

THE memoirs of Misia Sert would have been worth reading if she had had no more than the ordinary ups and downs and social encounters, because of their candour and spirited expression. As it is, and given the fabulous life that she led, they are really fascinating. TWO OR THREE MUSES (Museum Press. 18s.) opens with a bang and goes on in a series of explosions. Misia Sert was born Misia Godebska, and her early life under the domination of successive stepmothers who alternately bequeathed her jewellery or stole it from her, was stormy and unhappy. At fourteen she ran away from home and kept herself by giving piano lessons under the ægis of Faure, her teacher. At fifteen she was married for the first time, to a rich young husband with whom she enjoyed the friendship of such great figures as Renoir and Vuillard, both of whom painted her, Toulouse-Lautrec, Verlaine, Bonnard and Mallarme, who wrote her a poem on a fan.

The second marriage was with a man of enormous wealth, a newspaper and theatre-owner, who added to her collection of yachts, houses and jewels, and with whom she entertained Proust, Colette, Réjane, the beautiful Lady Ripon, Caruso, Princess Radziwill and a host of others whom she knew, not as polite acquaintances, but as intimate friends.

Her third marriage was with the Spanish artist, Jose-Maria Sert, and through him she came to know and to have a typically violent enthusiasm for the people of the Russian ballet, then at the height of its success. Nijinsky, Bakst, Stravinsky, Ravel—all these she knew well, but Diaghilev was one of the dearest of her friends, and she was summoned to his death-bed in Venice, to see Kochno and Lifar, wrangling bitterly a moment after their patron had expired.

Having left Paris in a hurry, Misia had no money with her at this time, but "luckily I was wearing a diamond necklace," so money was raised without too much difficulty. Poulenc, Auric, Satie, these musicians in their youth were other close friends, playing their new compositions to her or, like Stravinsky, writing them to her. Cocteau and Picasso—"his taste is so perfect it is almost a miracle"—were also in her circle, in which wealth, beauty and brains seem to have been the common denominator, and in which real genius flourished. As Madame Tamara Karsavina writes in her foreword, "She was the intimate friend of the élite of creative artists." An extraordinary life indeed, and an autobiography that I was very glad not to have missed.

On a far quieter English key is Mr. Rupert Croft-Cooke's THE LIFE FOR ME (Macmillan. 18s.), which tells in practical as well as reflective detail the story of his search for a country house after the war, his discovery of one and the means he used to make it habitable, comfortable and suited to his needs, both domestic and æsthetic. House-hunters will not be surprised to learn that, having sent letters to a number of agents in Kent and Sussex, the chosen region, Mr. Croft-Cooke found his house through a friend; nor, that having specified certain modest sizes and amenities, he found that he had bought a house in the middle of a village, with two shop-windows, a warehouse and a cottage.

The alterations he made are described in affectionate, almost housewifely detail, and will get an understanding smile from those who have *passé par la* themselves, as may be the case for one reader in five. The other four in proportion presumably will enjoy the book because it is, although primarily an essay on home-making, essentially the work of a serious professional writer who appreciates the right use of words at least as much as he appreciates good cooking.

Women, and some bachelors, will, I think, get the most pleasure from this book. For myself, I have only one adverse criticism to formulate, but it is a major one: consciously disapproving of that ill-bred and indeed misbegotten word "lounge" when used as a noun and to indicate a room in a private house, Mr. Croft-Cooke not only uses it but adds sheepishly, "as I must, I suppose." No, sir (to paraphrase the great lexicographer), you must not.

JOAN HAMMOND AT THE ROYAL FESTIVAL HALL: The world-renowned soprano standing between two Australian students at the cocktail party given recently in the Ceremonial Foyer at the Royal Festival Hall. There she met members of the committee organising her recital to provide a Joan Hammond Scholarship to the Opera School. The purpose of the school is to teach trained singers stagecraft and other aspects of their calling.

With what wide-eyed hope do publishers continually announce that biographies written under their imprint are the "definitive" lives of the subjects, and with what shattering indifference does the public read and pass on to the next version. It could be said that this illustrates mankind's perpetual search for unattainable perfection; it could also be said, more or less in the words of an advertiser, that when better books are written the public will read them.

A case in point is Miss Dorothy Hewlett's study of a much-written-about poet, ELIZABETH BARRETT BROWNING (Cassell. 25s.). This volume, which is quite evidently based on minute and far-reaching research, is of considerable interest, very respectably written, composed with taste and care, and yet adds little to what we have already learned from earlier biographies.

Perhaps the most valuable contribution to E.B.B. literature is the author's nice balance between three aspects of her subject's life: her interest, which was very real, in contemporary Italian politics, her burning poetic sense, and her passionate love for her husband and their son. As an over-all picture of her life from babyhood to her death forty-odd years later, the work has much to commend it and possibly as an introduction (though of this I feel less confident) to her poetry. One thing Miss Hewlett has achieved, and that is the clear impression of Elizabeth Barrett Browning's feeling for the Italian people and theirs for her.

FORREST REID (Faber. 25s.) was a novelist and poet, most of whose life was spent in his native Ulster, and an introduction to his work, as well as a portrait of the man himself, is the subject of Mr. Russell Burlingham's first book. In many cases this will be a necessary introduction, because the writer's reputation has not been very widespread and even the best-known of his novels had a critical rather than a popular success. Suspense, mystery, irony and humour; all those who have appreciated his writing will appreciate these qualities and attributes, but perhaps the strongest impression that one took from his books was of serenity. Walter de la Mare, a constant friend and influence, writes: "Endlessly active, he was yet a Dreamer; unflinchingly matter-of-fact, he had drunk the milk of Paradise, and the Greek Anthology was in his bones." Either as the introduction that it modestly claims to be, or as a full-dress study, this is a valuable book for those who have a genuine feeling for contemporary literature.

For that same public Mr. Edmund Wilson has designed a compendium of some of his own essays, reviews and character sketches from the last years, as a literary chronicle of the '20's and '30's, and has called it THE SHORES OF LIGHT (W. H. Allen. 25s.). This chunky little volume contains some treasures, some *longueurs* and some excellent critical writing, all of which have been published before and which, now assembled, give a decided and highly personal view of a literary age—or rather, of the strictly literary aspects of that age.

Of the 102 people who, besides the crew, sailed in the *Mayflower* for America, half died in the first year. That is one of the many facts about the momentous adventure that emerge from Mr. Ernest Gebler's narrative, THE PLYMOUTH ADVENTURE (Cassell. 15s.), a story in which the author has not despised fiction where it would serve to emphasize fact. His tale starts some three days before the first sailing of the ship and ends three months after the Pilgrims' landing at Cape Cod. Of the material that is ready-made, there is the true record of the voyage and some of the words of the people themselves, and dramatic and moving that is. The *Mayflower* herself was, of course, a tiny ship by modern standards, with a width of only 24 ft. and an overall length of 88. The wonder is not only that so many brave men and women were found to risk their own lives in the venture, but that they were physically able to pack into the ship. Mr. Gebler shows, graphically and effectively, how the space was managed in one sense and conquered in another.

Except for the fact that two of them are concerned with crime, this week's novels offer as much disparity as choice. First of all, there is THE WINGED HORSE (Heinemann. 15s.), a new book by Miss Pamela Frankau in her most sharply-defined and individual manner. The present book, like its two immediate predecessors, shows how far this writer has progressed from the early affectations of her style to a simpler and stronger position as a really effective novelist and a very good storyteller indeed. Time was when Miss Frankau would have spurned any description of her books as first-rate stories. Well, now they are. The reader wants to know for chapter after chapter what happens next, and that is due not so much to the plain A B C of story-writing as the magical Abracadabra of successful fiction-writing. The setting of *The Winged Horse* is partly in Kent and London, partly New York and Massachusetts. The characters are precisely life-size and believable (one of them almost too believable), and as for the progress of the plot, that is as steady and well-engineered as one of the ships that link the scenes of the story.

Other novels to which I must briefly draw attention are SIX FOR HEAVEN (Hodder and Stoughton. 12s. 6d.) by Dorothy Lucie Sanders; SALVATION (Macdonald. 15s.) by Sholem Asch; THE CARDS OF THE GAMBLER (Methuen. 14s.) by Benedict Kiely; and Dr. C. A. Alington's well-bred frolic with crime and detection, suitably decorated with appropriate quotations, THE NABOB'S JEWEL (Faber. 10s. 6d.)

Some biographers are hero-worshippers, and it is natural that they should be, some are iconoclasts, and the temptation is often irresistible, but here is a biographer who occasionally gives the impression of not knowing quite what to make of her somewhat dusty heroine, rather tending to leave assessments to the reader. Jeanine Delpech has written a splendidly readable biography of THE DUCHESS OF PORTSMOUTH (Elek Books. 18s.), the beautiful Louise de Keroualle who beguiled the heart of Charles II and, coming to the Court of England from the Court of France, made herself a power in the land, the butt of Nell Gwynne, and the target of the populace, who detested her heartily for her Popery and for her position, often clearly defined, as the unofficial envoy of the Court of Louis XIV. The Duchess of Portsmouth outlived Charles II by almost fifty-five years, dying in old age amid the aura of her latter-day good works, in Paris whither she had journeyed from her estate at Aubigny to consult her physicians. It is with the period of her ascendancy at the English Court that Madame Delpech deals at greatest length, and it is here that she tends to falter in her purpose, devoting a great deal of space to the extraordinary activities of Hortense, Duchess of Mazarin, niece of the great Cardinal, who was one of the rivals for kingly consideration. Now Hortense was a wayward, beautiful and fascinating character, and such are the descriptive powers of this biographer, that the reader may find himself or herself wishing that the digression would continue. What does clearly emerge from this biography is that the Duchess of Portsmouth was a woman of good looks and courage, and her profound influence upon the King had a great deal more to do with these aforementioned factors than with her well-known ability for dissolving into tears, a secret weapon which she occasionally employed like the Duchess of Cleveland employed bad temper, or Nell Gwynne a gay, carefree and vulgar impudence. This new biography may add little to

ONE KING'S FAVOURITE, ANOTHER KING'S ENVOY

The Dual Role of the Duchess of Portsmouth, Louise de Keroualle

our knowledge, for Fourneron's *Louise de Keroualle* (published in Paris in 1886) remains the standard work about this woman who was so closely associated with the glory of two kings and who served France with such Breton stubbornness. This is, however, most welcome as a volume for general reading, and owes much to the skill of the translator, Ann Lindsay.

George Gissing died fifty years ago, but his able, sincere and rather joyless novels do not enjoy much popularity to-day, and sandwiched as he was between Meredith and Hardy, on the one hand, and Galsworthy, Bennett and Wells on the other, this curious, rather self-tortured personality tends to be forgotten. No doubt Gissing's most lasting work will prove to be THE PRIVATE PAPERS OF HENRY RYECROFT (now republished by Phœnix House at 9s. 6d.). This is almost an autobiography, although thinly veiled as fiction, the story of a man broken on the wheel of literary servitude and coming at the last into a competence which allows him to indulge his literary tastes. *Ryecroft* was written in one inspired spell of seven weeks at St. Honore-les-Bains, in Central France. On its first appearance it caused scarcely a ripple, but, thanks to T. P. O'Connor, it received that initial push that brought it the recognition it deserved.

Here are two books for the country-lover, both of them sure of a welcome. Ronald Duncan, who has made Devon so very much his special subject, is the author of WHERE I LIVE (Museum Press. 15s.). To the hosts of people who read and enjoyed *The Blue Fox* and *Jan at the Blue Fox*, it need only be said that Mr. Duncan here continues his chronicles of country life, and once again we can enjoy his lyrical descriptions. One feels that here is the work of a sensitive artist and at the same time a practical down-to-earth man of the soil. In THE LOST WOODS (Robert Hale. 21s.), Edwin Way Teale describes the adventures of a naturalist. One fascinating chapter takes us on the trail of Henry Thoreau, another amid the timeless trees of a red wood forest, and in a third he takes us on a visit to the vast bird cities of America's only stork.

Arthur Raistrick has carried through a magnificent piece of social-industrial research in preparing his volume DYNASTY OF IRON FOUNDERS (Longmans. 30s.), in which he tells the story of the Darby family of Coalbrookdale. The ironworks founded by Abraham Darby in Bristol in 1699, and transferred in 1707-1708 to Coalbrookdale, were managed until 1851 by five generations of his family. In that century-and-a-half the smelting of iron with coke, the development of the steam engine with cast-iron cylinders, the introduction of cast-iron railway lines, and the building of the world's first cast-iron bridge and railway locomotive were all achievements realised in part through the work of the Darbys of Coalbrookdale. These men hold a permanent place in the history of the industrial revolution, ranking with engineers like Brindley, Watt and Trevithick, with whom they worked. Mr. Raistrick, delving into hitherto unpublished manuscript material, presents a very vivid picture.

Tuberculosis, one of the great scourges of our age, is the subject of a new volume entitled THE WHITE PLAGUE (Victor Gollancz. 15s.), by Rene and Jene Dubos, who in an earlier work so ably described the achievements of Louis Pasteur.

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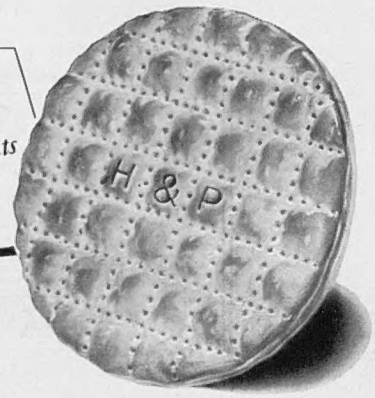

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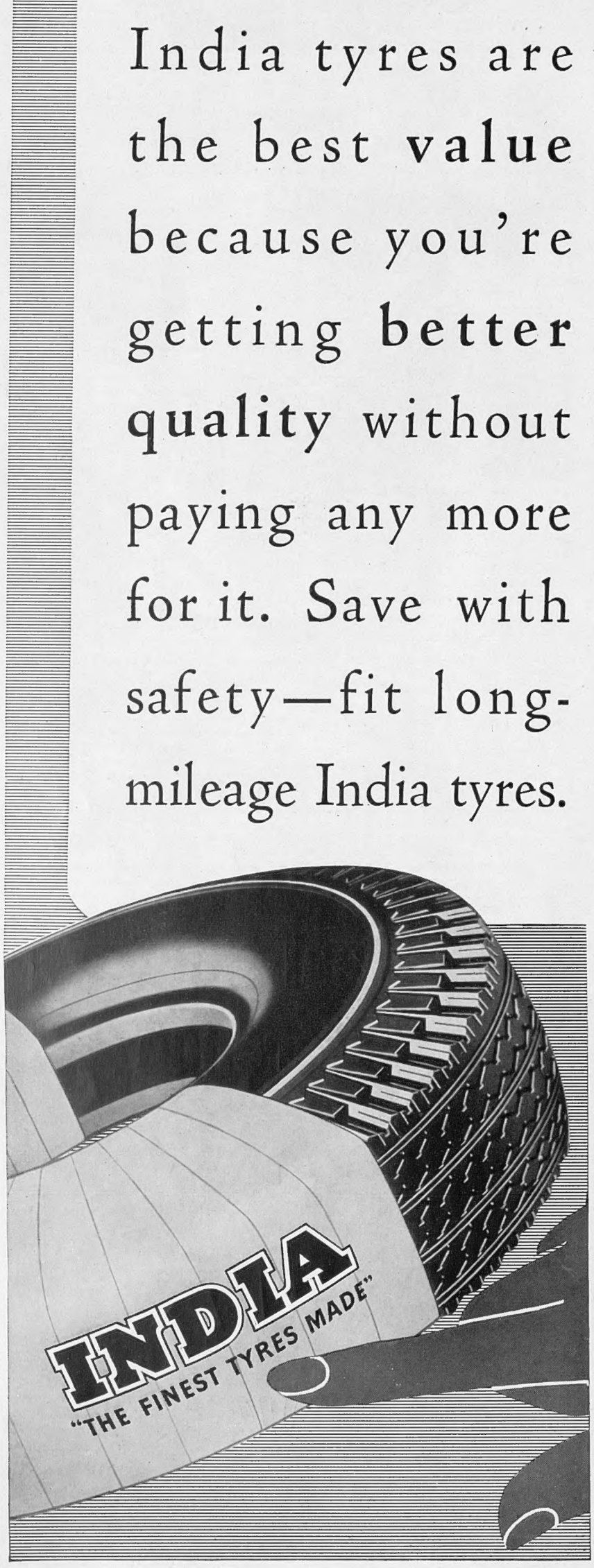

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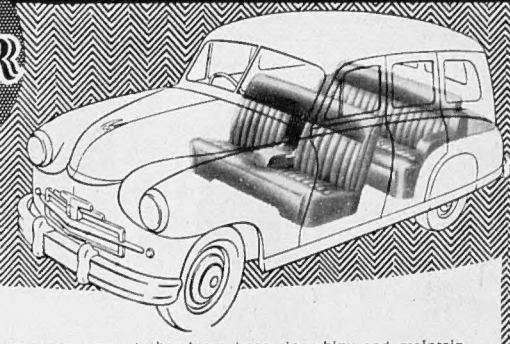

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